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Telegraphic Address:

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Her draight, light, is 7 ft. 10 in and loaded 21 ft. with 8 300 tons on board.

of repair under the superintendence of the Busein Veritas representative, who has recommended the vessel for a class in the First Divi-

sion 3/3 L 1/1.

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United States Consulate

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TAKU TUG AND LIGHTER CO., LAD.

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le G. Mowali, Amr. bark, for Mentions of Indiapara, British str., for Shanghole, Likana, British str., for Ceba. Bealeds, British str., for Nagasaki d DEPARTURE. tipe 50, Knanther Charge strifter Contra PASSENGERS. Per Harrich, Irom Ted Sai, &c., Messis. Mau-

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Mr. F. M. Molynosi Mr. Geo. Hulgo Mis. J. IL Mustard Chiani Nederlein Mr. J. H. Ogwood Mr. J. Parint Mrs. David on Capt. Dixon Mr. M. Dourdia Caps Persits Mr. & Ma. Reves and children lliss Drum Mr. A. J. Richardson Mr. A. Kiddell Mrs. E. Ricco Mr. F. W. Edwards dr. John Ellerthorpe Mr. I. I. Elzei Mr. In Rogania Hr. & Mrs. H. K.

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Mr. & Mrs. Skinner Mr. T. A. Stoken Mr W. Stewart Baru C. Sanina Dr. J. H. Swao Mr. W. F. Sylvesta: Mr. W. H. Palbot Mr. J. Kennedy Gilson Papt. F. D. Goodard I. Grinies Mr. R. Tooney Mr. & Mrs. W. F. Turgar Harrison-Mr. M. Valm Mr. E. B. Vine

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YESSELS IN BOCK.

KUNIGON DOCKS,—Isidoro Pens, Feilier,
Ningchow, Prouta, Germania, Glaregia.

COSMOPOLITAN DOCK.—Dorie TO-DAY. Meeting Zetland Lodge, 9 p.m.

TO MORROW.
Anction Carpets Rugs &c. of cales Room,
Mosses Maghes & Hough, at noon
Anotion Linea, Tweeds, Flauris, &c., 30
Sales Roden, Mr. G. P. Lammert, 230 p.m. July Cont.

CHECKS HING, 65, BOSDAM S Hongkong, has for Salo Gold uparableed 100 touche Lawest Rate. Hongkong let Morch, 1998. DORTLAND ALEMAN

BWHITE BARROS. Sole Agrete For Units And HOLLIDAY, Wile & CO. Markoug, 11th April 1880 american system

No W. QUILLE ROLD TEATHER CHADWICK REWS. (Lete of Poath & Nobis).

NAVY III



LIMITED.

AND SPIRIT MERCHANTS

ESTABLISHED 1841

SCOTCH WHISKY

sumes upon British good nature too far, A THORNE'S BLEND, White that the policy that has recently been pursued is capable of readjustment and that B-WATSON'S cocreion may take the place of protection. MELLOW BLEND, Blue Capsule, with Name and

G-WATSON'S ABELOUR-GLEN-LIVET, Red Capsule, with 12.00 | yesterday fined 850. Name and Trade Mark. D-WATSON'S H. K. D., BLEND

OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsulo 14.40 [last night. E-WATSON'S VERY OLD LI-

QUEUR SCATCH WHISKY, Gold Capsille..... GLENORCHY are high

Whiskies, of greater age than most brands in the market. ABELOUR GLENLIVET is at very old Peat Whisky, (smoky) and could not

known for its fine flavour. E is of superb quality and prose nounced by leading local connoisseurs . The Band of the King's Own Regiment will to be the best brand in the Hongkong

A. S. WATSON & Co., LIMITED WINE AND SPIRIT MERCHANTS

Established 1841.

Hongkong, 14th June, 1898.

P.O. Box. 20

NOTICE TO CORRESPONDENTS

should be addressed to THE EDITOR · Correspondents must forward their name and add with communications addressed to the Editor, not or publication, but as evidence of good faith. All letters for publication should be written on one side of the paper onty. No ampropositely eloual Createspropositely in oth

graphic Address rates A.B.U. Cons. W.

Hongkong, July 1st, 1898.

In Mr. Blackmore's well-known novel

of meanness that it would be hard to beat

paid to a furm labourer were sed le

In those days the maximum wages to be

TOHN Ripp, in his kindness or her anded

rate, and instead of receiving granude and

gold service in return, got only insub-

ordination; the servant was master of the

nituation, for when reproved he always

for his breach of the law in raising

CHANG is once more in the ascendant

much truth there, may be in the rumour

an altercation between Lt and Sir CLAUDE,

MacDonald it is impossible to say, as it

rests on Chinese information and may have

and the narrative as it stands is quite consis-

tent with Lit's character. He is said to

bave censured Sir CLAUDE on account of his

manners and to have threatened to demand

his recall. That Sir CLAUDE would prove

himself well able to repel the personal rude-

ness we may be assured, but with a man

like Li to deal with he will not find the

The reascendancy of LI bodes no good

either to the interests of his own country or

to those of Great Britain. Judging from

his past he may be expected to play stendily

into the hands of Russia, while towards

England he will adopt a hectoring and

truculent tone, taking advantage of the fact.

that England has assumed the role of

himis friend and protector and cannot,

Leggo her present policy, very

measures. An

course of diplomacy easy.

en grossly exaggerated, but Int some surt

cens occurred there can be little doubt.

the wages of an old servent above the legal-

Telephone No. 12.

Chinese Government to its fate, mark ou our own sphero of influence, defend it against all comers if assailed, and leave the other Powers to do what they liked outside our sphere; or, secondly, to preserve line in togrity of China and maintain the Fire of Berone

hrealth of the Empires The Law yas th policy adopted and it was carried out ably and for the time being successfully, though not to the satisfaction of the Jingo party, who would have had the country rush into war in pursuit of a will-o'-the-wisp and without any material advantage to be gained. What that party will think of its precious protegé the Chinese Government when begins to kick and wax arrogant we shall begins to kick and wax arrogant we shall agent, and hat then been carrying on his perhaps hear cre long; possibly they will business in Hongkong for subout eight years come to see that to fight for such a rotten merchant's firm in Hongkong for sight years institution would be the veriest madness. We are much more likely to have to fight against it, sooner or later. In the recent crisis it would have been the better policy to have left the corrupt and effete Peking Government to stew in its own juice and have guarded our own interests without assuming anything in the nature of a protectorate of the decaying Empire. HUNG-CHANG may find, however, if he pre

day and no deaths from the disease.

constable a Chinaman was at the Magistracy from his estate.

Mr. Hugh McCallum, late Secretary of the claim, and find there is no prospect of success-Mr. Hugh McCallum, late Secretary of the committee of the

able to get almost anything they ask from realised by the sale. The bank is willing to vessels calling there for coal. Before the effects | modify this claim in the event of a dividend of the Welsh strike were felt, good coal could being declared: be got in Colombo for 27 shillings a ten, but THORNE'S BLEND and WATSON'S recently fifty shillings were asked; and almost as much is being asked for Indian coal as for bis discharge. His lordship had a report by the

The first match of the Hongkong Water Polo Shield Competition will be played this evening in the Victoria Recreation Club's enclosure at 5.30 p.m. shurp, when the V.R.C. will meet the K.O.R. 1st team. The following. now be replaced in stock at the price, is the V.B.C. team .- Goal, R. Henderson; backs, J. M. El. Carvalho and T. Meck ; baltback, A. E. Alves; forwards, W. A. Stopani (Capt.), A. A. Alves, and W. Armstrong.

play the following programme at the Officers! Mess. Murray Borracks, this evening, commenc-Overture..... "Manschaft An Bord"Suppe had to lose it. He would call his lordship Sclection The Mikudo"

Jalsa A "Gobel Imtarfa" Tyrrell "Reminiscences of Verdi"...... Arr. F. Godfrey Jalse Waldreufel God save the Queen.

All day yesterday the weather was dull and threatening with squalls and heavy showers at 124 intervals. At 3.30 p.m. the following notice was issued by Mr. Figg from the observatory : - The centre of the depression is likely to pass near Gap Rock. Strong east gale probable in the harbour.". As the black south cone, indisating a typhoon to the south within three hundred miles, had been displayed since Tues. day evening, the shipping and smaller craft had

cent., jointly guaranteed by Tonkin and Cochin-

"Lorna Doone" will be found an instance afterwards extended to Yunnan; and there the Imperial Bank, the debtor had had many

way, which will only be useful to passengers.

to helpless silence. Now that Li Hung- ask our opinion of Dewar's Perth. We know it The Chief Justice-You see the court must

at Peking Great Britain may expect a simi- has an exceptionally delicate flavour, is very for such time as his lordship thought lit, but he

lar measure of gratitude from China. How mellow, and has a pleasant bouquet. It is a would submit that this was a case in which his

retailed by our Tientsin correspondent of eay that another spirit could not be found to the proceedings. There was no opposition

thing better, especially as Stevenson Mucadum

s almost ten times what it was ten years ago

by judicious advertising. But all the advertis-

inferior article. Dewar's "whisky of his forc-

what the Highlaudman would call "braw," and

he never uses that expressive word except in

REUTER'S TELEGRAMS.

SUPPLIED TO THE ," DAILY PRESS."

THE SPANISH-AMERICAN WAR.

Admiral Camara has been ordered to pro-

ceed to Suez with his squadron. It is reported

that arrangements have been made for colliers

to meet the squadron in the Red Sea, or else

commodore Watson has been appointed to

of an American squadren consist

ng to Spain.

ls, four cruisers, and three

has left San Francisco,

LONDON, 28th Jane.

and that this popularity has been attained by

of old but have tried it again to make sure and suspend the order.

equal it, but can say that we do not desire any. whatsoever to the order.

We give this information under reserve."

france, bearing interest at the rate of four per He seems to have trusted him a little too far.

China. One line is to run from Suigon to Can. at that time for not trusting him. Then,

the with a hearth from Mythe to the village of ugain, the acceptance of this bill of Carrines,

Parket, another from Saigon to Huc, to by which was the subject of an action in respect to

is to be a third line not yet determined upon. dealings with this man before. He had been

and that it would be preferable to enlarge the in accepting these bills before he actually

many years before that can be done by the rail- remittance to the debtor's broker :- "I find

"It's whisky is the life o' man," the sailors' remittances required by the bankrupt up to

chanty says. That may be true enough if January, 1894." Although there was only a

the whisky is of good quality and a man con- very small dividend-one of 30 cents-in view

the Far North some that never paid anything | nominal time. He would ask for an order of

to the Queen, and now Messrs. H. Price & Go. discharge, but that the operation be suspended.

can confirm the verdict long ago formed that it | Mr. Grist said the order must be suspended

whisky that Highland men, free hill and glen, Lerdship should only fix a nominal time, because

could drink of late and early. We by no means of the conduct of the man during the whole of

and other analysts give it the highest character the papers in this case, including the full and

Studying the public taste and using only the Official Receiver Plan first was the conduct of

very finest and oldest whiskies. We have a the debtor in his dealings with his half-brother

ing in the world will not for long sell an the sum of \$13,000 alleged to be due to the

fathers" need not fear on that score; it is whether that amount could be recovered. It

N BANKRUPTCY. SIR JOHN CARRINGTON (CHIE)

RE AGA MAHOMED ALLY SHIRAZER

A SMALL DIVIDEND. The above hebter opplied for his discharge He was adjusted bankingt on January oil 1898, his public examination was concluded on the 25th November, 1897, and the receiving order. was made on the 24th April, 1897. At the date of the receiving other the debter was a Persian opium merchan and general commission cumbered capital of about \$8.4 Thoughter

Sadecck Nemazee, lately a merchant of Bombay, that the question was touched upon at all. If For assuming the name and designation of a it is unlikely that anything can be recovered to the crection of insanitary dwellings on (c) A claim for \$2,565.75 against the Mor-

cantile Bank of India, Limited, in respect of We regret to have to announce the death of damage to opium. I have investigated this the bankrupt's estate for \$1,323.80, being difference between the amount advanced by the bank It is reported that the Colombo dealers are upon the security of the opium and the amount Mr. Grist appeared for the debter. He said

this was an application made by the debtor for Official Receiver from section 7 of which his lordship would see that there were \$7,000 due to | bankrupt from a man named Carrim; \$1,921.21 due from a late were ant in Bombay; and there was also a claim for \$2,505.21, which was eventually abandoned against the Mercantile Bank, in respect of some opium which was damaged. That action was avery unfortunate affair for the debtor. There being no market in Hongkong he sent these goods up the coast for the purpose of getting them sold through the bank, and while in the custody of the bank they were damaged, presumably he thought by being put too near the boilers. It was found eventual that the debtor could not look to the bank to make good that money, and consequently particular attention to section 19 of the report in which Mr. Shepherd said. "The bankrupt has

given the Official Receiver every assistance he could in the bankruptey proceedings, and particularly by his knowledge and exertions combled the Official Receiver to realise the goods in the hands of the secured creditors with a profit of \$151.13, notwithstanding the great uncertainty of the rate of exchange between Hongkong and India, when the neglect of a day would have resulted in a further less instead of a prolit. He would also call his lordship's attention t section 20, which said, "The only conduct of the bankrupt in the mallagement of his business which appears to me open to blame his remittance of money to his brother Amin at Shiraz, the acceptance of Carrim's bill for to make preparations to meet a shipment of opium, and the useless defence

Mr. Grist said he did, but he had no reason

with his brother to the extent of \$14,000 and

upwards; that his brother had duly made the

debtor from his half brother. It was doubtful

seemed that the debter and his half-brother

also appeared that for some time past |

the half brother had not boon acting

in a business-like way, and he was inclin-

ed to think that the debter was not

prudent in continuing the remittances and in

continuing dealings with his half-brother under

the circumstances. The next point was with

regard to the acceptance of bills by the debter

as against opium which was supposed to be sent

matter, because although Carring had been re-

commended by a Bombny firm with whom

the debtor had had dealings for some time,

still the debtor himself did not know this man,

and it certainly was far from a prudent thing

for him to accept bills to the amount of \$7,000

against opium which had not arrived and

which never was bought. The third and last

point was in respect to the defendant's defence to

the suit of the Imperial Bank of Persia in re-

spect to those particular bills, which had found

their way into the hands of the Imperial Bank

of Persia. He was not going to blame him on

that point. He believed the defence was set up

under the advise of the solicitors and comusel.

and he did not know that he could be blamed

for that. The main fact remained that the

dividend to be paid would probably be a

matter, of only by cents per cent., and that

was very small a merely nominal dividend.

However, he thought this was not a case

where the Court should refuse the order; it was

and, therefore, make the order of discharge, and its operation for four months. In

DICATED DANKHUP

elied on behalf

order to had regard to the fact

oceedings had been pending no

n question only of suspending the order. He

Yesterday afternoon a meeting of the Hongkong Sanitary Board was held. The chair was occupied by the President (Dr. J. M. Atkinson, Principal Civil Medical Officer) the Vice President (the Hon, F. H. May, Captain. Superintendent of Police), the Hon. R. D. Ormsby (Director of Public Works), Mr. E. W. Browin (Acting Registrar General), and Dr. R. Clark (Medical Officer of Health).

The minutes of the last meeting were adopted us a correct record. THE INSANITARE PROPERTIES QUESTION. the Commissioners taken as a whole a important matters which had been brought before the Board within his recollection. He

PUBLIC WORKS The VICE PRESIDENT, in supporting the restatement of affairs showed total seeds \$14.2088 solution, said he had no doubt the Government and total liabilities \$21,875.4 The seeds would take the report into its most serious consisted sideration, and he was not without hope that chiefly of one book debt due from the statement of a first consisted sideration, and he was not without hope that the public itself would also read the report brother Amin at Shirsz amounting the second solution, and he was not without hope that the public itself would also read the report. which asset is considered by the Imperior it has a support of the public no Governof Persia at Ispahan to be a bad one. Increasing could successfully legislate. In sanitary are in addition the assets considered doubtful by there they wanted to carry the public with the debtor, which consist of (quoting from the back and all he could say was that it entirely Official Receiver's report).

(a) \$7,000 das from Haji Muhomed Carrier Easten on the Board's report as to what the

lately a merchant of I hahan. This amount sanitary future of the colony would be. He was paid to Carrier by the Imperial Bunk it would only instance one particular, and that Persia on a bill drawn by Carrim upon and worth restance one paracolar, and that accepted by the Bankrupt for the purchase of existing sites. This was perhaps the most opium to be forwarded to the bankrupt. Compared to the bankrupt of the Board and expressed surprise that the laye made I find that he has disappeared to the majority of the calculations should not advert Ispalian, and no one now knows where he are to it at all. It was only in an addendum to the Colored Norway of lately a marchant of Bombay. semething was not done, and done quickly,"

> dating sites in this city all he could say was Ethere was no salvation for the city of Victo seat all. If any one wanted an object lesson go down to the pile of buildings, now sempleted on the site of the old Victoria spicuous with shence. These dwellings when they became inhabited by a teeming population of Chinese, as he doubt they would as soon as they were finished around be but very little better than the hold around in the very same area of Taipe which were anything who wents down and simply looked one house, through that block of buildings must, if ... Note.—

would soon be rendered absolutely impossible. The motion was carried. An application for exemption from concret ing certain premises at 18, Gage street, and 33, 5, 37, and 39, Holywood road was granted.

THE EUMONIC PRAGUE AT BOMBAY. A statement was tangested showing plague all such obstructions, including articles of favour of Dr. Clark's recommendation, but in to Brazil from 1890 to 1893 and was again cases and deaths in the city of Bombay from merchandise, furniture, &c., stored in the lane, Espite of that fact the recommendation is not appointed to that post last year, and held it for 19th May to 6th June 1898. The plague was shown to be diminishing, only their cases being reported on June oth and four deaths. THE PLAGUE AT MACAO.

A return from Macro showed that for the week ended June 19th there were seven deaths rom plague. HONGKONG MORTALITY STATISTICS. The mortality statistics for Houseone showed the death rate per 1,000 per annum for the wook ended 18th June to be 180; against 302 for the preceding week and 232 for the corresponding week lost year. The rate for the week ended June 25 was 147 against 189:

NEW MARKETS FOR KOWLOOK. A plan of a proposed lew market at Talko mi was sabmitted and approved. The proceedings then terminated THE CONDEMNED MAN OZORIC

lis brother was a perfectly honest and for the morder of Mr. de Jesus be communication says — One of our straightforward man, and if a more could not His Excellency and the Executive C

Pariscorrespondents hasheard that there is being trust his own brother it was very difficult to formed for the construction of rullways in Indo-say whom he possibly could trust China a Company with a capital of cirty million. The Chief Justice—He was not very prudent. During the latter half or of members has been devoted to tr interesting matches resulted. T It is observed that the Saigon-Cautho line recommended by a very good firm. It was last year are again at the head of would make a second means of communication possible the debtor was a little careless having tied with their oppose

Mangthit Canal, by which rice could be easily saw the opium. His Lordship would find in them after a close game by 2 transported, while in Indo-China it will be section . 26 the following reference to the The first of the two rounds winners in a masterly strol that the debtor had had previous transactions which overcame a most pron Mr. E. E. Dacon sir.

ankers) a bye? cripts), allowing Cont. H threatened to prosecute his employer fines himself to say, a bottle a day. We have of the circumstances he would ask his lordship | bridge (army) A strokes, sampled many blends in our time, including in to suspend the order for discharge only a tand 4 to play. Mesers, A. S. Anti. bankers), ullowing 3.13 Iossra. W. J. Saunders and G, \overline{T}_{c} Le rincel, won by

> 5 up and 3 to play. Mesers. P. A. Cox and G. and (shipping), receiving I stroke from Mesers, G. W. F. Playfair and H. Pinckaby (bankers), were defeated by 5 up and 4 to play Mosers, G. Stewart and M. Stewart (linance), receiving 2 strokes from Dr. J. Ar Libwson and Capt. R. Rumsey, R. N. (civil service), won by 3

The Chief Justice said he had been through | up and 2 to play. Messrs, C. W. May and P. de & Morriss for purify. The proprietors say that the sale careful report of the Official Receiver. It (bankers), allowing 3 strokes, defeated Messrs. appeared there were three points which is H. L. Dalrymple and C. A. Tomes (merchants) cuired and received consideration from the by 3 up and 1 to play. Capt. Montgomerie, R.N., C.B., and Com. Taylor, R.N. (Novy) allowing 4 strokes to strong suspicion that it has partly been attained at Shiraz. It appeared the principal debt put | Mesars. A. Smith and E. F. Mackay, won by 6

down as an asset in the statement of affairs was 1 up and 4 to play. Dr. J. M. Atkinson and Mr. H. P. Tooker | prected in any kitchen (civil service) a byo. ... Capt. Hibbert and Lieut Lethbridge, allowhad had dealings for some time, and apparently ing 2 strokes, defeated Mesers. E. E. Deacon those dealings had been satisfactory. But it and J. F. Noble by 3 ap and 1 to play.

Messrs. A. S. Anton and A. J. McClure, allowing 1 strokes to Messrer G. W. F. Playfair and H. Pinckney won by 4 up and 3 to play. Cant. Hibbert and Lieut. Lethbridge, receiv ing 5 strokes, defeated Messrs. A. S. Anton and A.J. McClure by 4 up and 2 to-play. Mosers G. Stewart and M. Stewart, received ing 2 strokes defeated Messrs. C. W. May and The third expedition to Munils, consisting to him on his order by a man named Carrim. P de C. Morris, after a tie and round replayed; four transports with four thousand treeps, That was somewhat worse than the other by 2 up and 1 to play.

FINAL.

Mesers. G. Stewart and M. Stewart, allowing 8 strokes, defeated Capt. Hibbert and Lieut. Lethbridge by 3 up and 2 to play. The Naval representatives, who stood a very good chance of being in at the finish were unfortunately obliged to scratch owing to H.M.S. Bonaventure being ordered away to Manila. Two of the civilians likewise scratched consequent on the indisposition of one of the pair. CAPTAIN'S CUP FOR JULY. This competition is fixed for Saturday. July 9th, to Monday, July 11th, and the

QUARTERLY MEETING FOR THE MACEWEN CUP, MC... will be hold at the end of the following week. LATEST STEAMER MOVEMENTS.

The N. P. steamer Columbia arrived at Tacoma from Kobe on the 28th instant. The U. S. S. steemer Jacon left Singapore on the 22th instant, and may be expected here on or about Monday, the 4th proxime.
The N X K steams Sanuhi Mara (Europe a left Kobe for this port on 29th inst, and ted to arrive litte on the 4th proximo.

> tel-keeper has just been fined on by placing a tasteless and got along one of the fluest a stone on the interest of the statute of permitted on any noor in incidentends is shown to small crosses. Force | the police and bordist form of government in any dwalling that has not a window, or windows, is in ordered in Hoptomber last year has not yet | publican and bordist form of government in any dwalling that has not a window, or windows, is in ordered in Hoptomber last year has not yet | publican and bordist form of government in any dwalling that has not a window, or windows, is not not the place of the place he did wound the esthetic

At the meeting of the Sanftery Board yes sidered by the Board in privates

The Board says :-"The recommendations of the maje The PRESIDENT, in moving the adoption of to us to fall short of what the sylder the order of the day-the report of the Board both oral and documentary, which they had on the Insanitary, Properties Commission's before them would have justified them in report said he would state that the reason making, and to be inadequate to meet the why the report had been somewhat delayed was need for immediate sanitary improvement, and that the Board foit that it required most for such further legislation as will prevent the careful consideration, as it was one of the most | erection in the future of insanitary dwellings. The recommendations of the Commission and of the Board with respect to certain would not say more as the report spoke for matters are printed in parallel columns for comparison. The following are the Board's recommendations with reference to the

torday there were laid on the

and suggestions," signe

the Board, on the reports

perties Commission, which R.

OPEN SPACES. "Every house should have an open space in the rear, of the area mentioned in the following table, which area should extend for at least half the width of the house and from the back wall of such house to the line of division between it and the adjoining house or property:-Houses not exceeding 40ft. in depth 50 sq. ft. exceeding 40ft, not exceeding 50 90

provision of open spaces at the rear of houses:-

Provided always that when the owners of a block of buildings agree to form a lane opening should drive the daily of at either end upon a public street, and free from obstruction throughout, the foregoing down in the specification submit to the rules should be modified as follows:

Houses not exceeding 40 feet in depth: a lane not less than 6 feet wide grounds that night soil should expendent.

Houses exceeding 40 but not exceeding 50 feet in depth ... 8 foot wide Houses exceeding 50 but not ex-

be resumed by the Government. All such lanes must be concreted, channelled, neso. We feel that, with proper explanati

lition by the owners. "The Sanitary Board should have power in the richer classes, who are could not may appear necessary. For the purposes of these rules the forma privacy."

tion of one or more openings through the wall demolished on account of their insanitary which under ordinary circumstances would form

or lanes and the Police Magistrate should have evidence in this point the Board says :--

permit of an existing house of twice or three eliminated houses of a depth of 30 feel and dimense feet in depth to be no better provided, under from their recommendation. We have stage, and much might have been latter of an open space at the rear than shown in paragraph No. 6 that dwelling-houses premature publicity.

all by the Commission that all houses elimination proposed. spould have light and ventilation at the rear. In our opinion it will be disastrous to the complications and obstructions demanding the no less than 26 feet in depth. Secondly, we are not immediately taken to prevent the tion, and the less notoriety the process achieves

of open spaces in rear of dwellings City. wick's recommendation that an endeavour should and Stanley Street. be made to insist on continuous back alleys to give up a space which would be sufficient to should they be built back-to-back.

form such back allevs. ing out our recommendations; it is true that Board advised that in any Ordinance to be which experts have pronounced one of the richest the owners in many instances will have to secri- passed the erection of blocks of houses back-to- mineral provinces in China. The contract also flee dwelling space, but we submit that if such back shall be absolutely prohibited, and that confers the right to construct railways and entails loss on them they are themselves to every house to be hereafter built shall be re- out causes to loin trank lines and navigable blame for evererowding their property with quired to have at the back of one end of it au water ways, without which the mining right buildings of an insanitary nature. of houses in rear of which we recommend the the best preservatives against vgue, an opinion formation of laneways are not in alignment. which we most fully endors and we say that ormation of laneways are not in alignment.

"In such cases we advise that the Government until means are adopted to thoroughly and cession, and not a word has been urged in its resume the property, and, after effecting the effectually light and ventilate the dwellings of favour which cannot be substantiated improvements recommended by us, sell it again the teeming population of this city, so long The following are the recommendations of which has already cost the community so much, the Rothschilds the Marquis of Lorne, and

the Board with respect to cubicles :in width no cubicles should be allowed except the colony."

on the top floor of each house. "No cubicles or partitions other than shopfronts' should be allowed on the ground floors of houses fronting streets of a greater width opinion that the height of buildings in relation | right to construct a line from Tui-ynen-fu, the than 15 feet and such shop-fronts should, in no to the width of the streets upon which they capital of Shausi, to Cheng-ting-fu in Chilli case, be permitted to exceed 8 feet in height. front, as provided for in section 12 of Or- with the privilege of forming branch lines and No cocklefts or enbicles whatever should be dinance 15 of 1894, is in excess of what can be of conducting mining operations along the permitted in houses within the European regarded as sanitary, and we strongly recom- route. District Reservation Area (Ordinance 16 of mond that this section be repealed and that in | These contracts open up an immediate pro-1888), nor should any such be permitted to be lieu thereof it be enacted that no domestic speet of railway as well as mining development

should not be permitted to exceed six feet. "That there should be a space of at least four . The surface-crowding in Victoria is already in a enbicle which shall be at a greater height re-erection. than the partition walls, as provided for in the than six feet to any window the area of which is

of one-tenth of the floor area. "That no enhicle used for sleeping purposes should have a less floor area than 64 square feet. That the recommendation in Clause 12 of the Report be adopted and applied to every exist. ing domestic dwelling in which cubicles are It is explained that the recommendation re-

garding the prohibition of cubicles and cooklofts in the European District Reservation Area with serious distrust. Merchandise received little obnexious to health as possible.

The Bard recommends that in a room fitted with bulks or bed / sleeping accommodation shall not be provided for a greater number of persons than may occupy the room in accordance with section 9 of Ordinance 15 of 1894; also that restrictions should be placed on the erection of cooklofts and mezzauine floors even rooms in which there are no cubioles.

PRIVATE STREETS AND LANDS. The recommendation of the Commissioners der this heading is as follows :- "We recomthat owners of private streets and lanes ed at their own expense to surface, light such streets and lanes, and to "Manufary condition."

crommendation as far as buildings abut." LATRINE ACCOMMODISTIC

the absence of all commons of the throughout the constant of nights of the coast poorer classes. It is indeed high time something on believes made to be indeed to be desired to are made to be indeed to be desired to arge to be found anywhere. Contrast their are will find

tropical climate, be removed from the Phouses as early as possible, we would mint out that such removal is rendered still more im-"Should the construction of any such lane parsons are highly infectious, and we cannot but nvolve the demolition of houses at one or both view with the gravest concern the continuance ands of such lane in order to form an entrance of the present system under which for purposes or exit to the public street, such houses should of economy, night soil is not reserved from the dwellings of the poorer classes of

drained, lit, and maintained in a sanitary con- the opposition of the Chinese to the sca can be overcome. It is confined all or other special cases to modify the provisions of the misapprehension as to the paraclesued authority foregoing regulations, when such modification of the Government night men they think may appear necessary.

BACK TOPHACK HOUSES. The Board then refers to the recommendation had his cuttention drawn to the need of condition at an enterior cost to the rate the party wall between two adjacent houses, made by Dr. Clark at page 13 of the report that the extension of the Foreign Settlements, our payers of the clony. Any man who knew shall not entitle such houses to be considered as section 66 of the Public Health Ordinance, No representative approached him on the subject. 24 of 1887, should are amended so as to apply In reply, Mr. Conger said that he know nothing through that block of buildings must, if Note.—In all cases in which a continuous with some modifications to all new buildings of the subject except what he had gathered he had the interests of the city at heart lane is thus provided, we consider that the erected in future. It Clark pointed out that from the newspapers, but that during his stay at all, go back a very sad man. He trusted Government might resume the land, after it under the existing to there is no power to in Shanghai he should devote a portion of his that the erection describe buildings as those, has been surfaced and channelled by the owners prevent the erection of back houses ex. to the satisfaction of the Director of Public cept upon land structured from the Crown after thorough post himself on the point, and on the Works, should the owners agree to apply for the passiff of Ordinance 24 of 1887, which result of his investigations would depend his such resumption.

"In no case should any obstruction whatever outside of Taipingshan can be re-created with Mr. Conger is looked upon in official circles. be permitted to be creeted in these open spaces back-to-tack houses." After summarising the in the United States as being a very able man, full power to order the immediate removal of "The balance of the evidence is therefore in been neither long nor varied. He was Minister

After referring to the evidence given before even alluded to in the body of the report, about eight months, when he was transferred the Commission on the points dealt with in the Fortunately, two of the Commissioners—to Paking. He was a Member of Congress for above, and quoting the following passage from Messrs. Whitehead and Ede—the latter of some years before his appointment to Brazil, Mr. Chadwick's report of the 19th July 2002: whom was a member of the Sanitary Board for and served with distinction on the Appropriation. The absence of any lane or alley giving 13 years, recognised the importance of Dr. tion and other important Committees.—N. C. access to the backs of the houses, a defect but Clark's suggestion and supported it in an adtoo common in Victoria, is a great impediatent dendam to the report which we have already
to improvement in sanitation. In framing quoted in paragraph No. 8 but which we may
regulations as to open spaces, commons for facility of reference again quote here:

MENT IN CHINA. back allegs should be insisted upon where Upon mature consideration we strongly recompracticable, and in case of existing buildings mend that the further eraction of dwelling the case of existing buildings mend that the further eraction of dwelling to access to the back part of them.—the Board cannot be ventilated and lighted on each floor from the back as well as from the front, should In spite of this weighty pronouncement by be absolutely prohibited, and such ventilation refer to the mining and callway concessions such an element sunitary, authority as Mr. should be provided by nieaus of an open space, which have been granted in Shansi. We have Chadwick, made with special reference to Hong- or yard, of an area not less than one-cighth of kong after a close study of iff sanitary condition, the area occupied by the building. We regret the Commissioners recommendations would that Messys. Whitehead and Ede should have concluded, but nothing was to be gain

experimendations are based firstly, on deponshould have light and ventilation at the which Surrounds any new venture in Chi dence of the majority of the witnesses back, and we cannot therefore agree to the negotiations for the operation of Western en-Hence we have not eliminated houses that: future sanitary condition of Victoria if steps utmost skill and patience for their circumven-

a adopted the common sense view that the farther erection of insanitary dwellings in the the greater, as a rule, are the chances of success. aid have some proportion to the depth "The offect of the want of control in that or height of such dwellings, in which view we direction is well exemplified by the blocks of late Hooley-Jamieson combination, which billed are supported by what is required by the by-buildings at present being erected on the site its proceedings in every port, and made Reulaws on the subject in the principal cities at of the old Victoria Hotel, and on the east side ter's cable quiver beneath conflicting announce-

bome. Thirdly, we have adopted Mr. Chad- of Cookrage Street between Wallington Street | ments of alternate victory and defeat, only to "The houses in these two blocks are all backwherever practicable, and to encourage the to-back, and will be in no respect better lighted fact. The Peking Syndicate, on the contrary, formation of them by allowing smaller spaces or ventilated than the houses referred to in the when in the form of a continuous lane than Colonial Surgeon's Report of 15th April, 1874, lng effort for over two years, and as far as obwhen in the form of a backyard. We concur and which he strongly condemned when he wrote faining bong fide concessions is concerned, have n the opinion expressed by Mr. Leigh that 'in future he houses should be built without to be heartily congratulated upon a very sucexisting houses above a certain depth can afford sufficient yard space at the back, and in no case construct which flushly re-

"There are no structural difficulties in carry- the Permanent Committee of the Sanitary roleum mines of central and southern Shansi, open public scavenging lane. In the same "In some cases it will be found that the backs report we find it stated that light and air are been spared to verify at the hands of mining may we look to the requirence of the scourge

and which will, as long as its visitations con- Messrs. Hambro, and the fleating of the com-"In houses fronting streets less than 15 feet tinue, always seriously injure the prosperity of pany to work the concession should, therefore, HEIGHT OF BUSTIDINGS.

On this subject the Roard savs :--"In conclusion, we would express the strong Russo Chinese Bank, which has seenred the building to be erected in future shall exceed in in North China and every mile of metal laid That where one cubicle only exists in any heightons and a half fimes the width of the helps, as we well know, to hasten the operation com of a domestic building, the present beight street apon which such building fronts, and of China's respectation, and drive another nail of eight feet be retained that where two cubicles that the width of any street shall be measured into the coffin of ignorance and superstitious only exist the height of each should not be from the building lines, as defined by the fear -Peking and Tientsin Times. permitted to exceed seven feet, and that where Director of Public Works, on either side of more than two cubicles exist, the height of each such street, and at right angles to such line or

inches between the lower edge of the partition oxcessive, especially in the central portion of the popularly old and chabby hat of antiquated walls and the chor, in all cubicles, and that no city, and we notice with apprecianion the form, one may safely take it for granted that structure should be permitted to be eracted with tendency to increase the height of buildings on he is a celebrity of some kind or another, and "Unless the height of buildings at present trimness on the part of the latter with regard

foregoing paragraph, or which shall provide a authorised and which we consider excessive is to head gear usually creates doubts as to the cover or roof to the cubicle; and also that no curtailed, the sanitary condition of the city principles and above all, the sincerity of the cubicle should be permitted to be erected nearer even with the enforcement of the open spaces wearer. Most famous and great mon wear hats we have recommended, will be little improved, included in calculating the required window area for the increased height of buildings will discount the wider spaces at their rear.

JAPANESE MANUFACTURES IN

The Japanese Consul at Tientsin recently re-

ported to the Government that the Chinese

have begun to regard Japanese manufactures is aimed at preventing the houses therein de- from Japan, they allege, does not correspond signed for European occupation being brened with sample and packing is, in almost all cases, into tenement houses for Chinese by means of miserably unsubstantial. The Consul expresses the objectionable system of sphidivision by cubicles. In another paragraph the Board ob disposed to break faith without the slightest reserves that cubicles are one of the most objectionable features of the dwelling houses of carried. The imprence and delicacy of Japan-Chinese in this colony, and that they are not, ose some attracted the notice of the Chinese, and as some seem to suppose, an adjunct of Chinese demand for the article increased considerably, family life in China, but are essentially a contrivance to which the Chinese in this colony the attraction has now entirely disappeared and have been driven by the excessive depth of the market is consequently, closed. The failure the between in Victoria and by the demand for to observe punctuality in the delivery of goods the wide-awake or soft felt hat, and house room. It is unfortunately impossible, the Board says, to prohibit cubicles altogether, but I apanese manufacturers. Large orders from of the latter may be said to date back to everything should be done to render them as Chinese customers are never executed at the apart of the latter may be said to date back to everything should be done to render them as Chinese customers are never executed at the apart of the latter may be said to date back to everything should be done to render them as Chinese customers are never executed at the apart of the latter may be said to date back to everything should be done to render them as pointed time and to the contracted amount, owing * Clause 12.- We consider that no oubidles I simply to want of due attention. The utmost should in future be permitted on any floor in indifference is shown to smell orders. Porce-

CORRESPONDENCE.

I'We do not hold ourselves responsible for the oninions expressed by our correspondents.] THE GRIEVANCES OF THE KOW

LOON CUSTOMS STAFF.

TO THE EDITOR OF THE "DAILY PRESS. Sir,-I your issue of the 24th June you were kind enough to reproduce an item from the Union upon the slow promotion in the outdoor Staff of the Kowloon Customs. Not only have they this grievance, Sir, but others also, of a harsher kind. For twenty-nine days every month they are practically prisoners for they have neither Sundays nor holidays excepting Chinese holidays and of these only a portion of any kind is granted. According to rule twenty-four hours should be granted once a month, but even this concession is not certain. In the frontier in matsheds (shared by types) and Customs stations on the Hongkong is under normal cir-

redly duliness; but when till night and are comty and have no relaraconstantly boing a charged, or are forced to at a treaty port and you will find a wide, wide difference. With the usual apologies, I am, etc., your obedient servant.

Hongkong, 30th June, 1898. P.S. Custom house officers are not allowed to give publicity to their grievances. In doing so they would be instantly dismissed from the

THE NEW U. S. MINISTER CHINA.

Mr. Conder, the newly arrived United States Minister to China, was interviowed by a representative of the N. C. Daily News yesterday. His Excellency proved willing enough to converse on outside topics, but on the subject of politics he was distinctly reserved and noncommittal. Questioned as to the commercial policy of the United States in China, Mr. Conger said there was nothing to say on that point that was not already known to the public, viz. that it was on the lines of the now famous epen door " policy, being that of a fair field and no favour to all nations slike. Knowing that His Excellency had already

though his actual diplomatic experience has

For some time past both home and Shanghaipapers have been discussing a matter which in phadience to modern news requirements, we should have been the first to chronicle; we of course been intimately acquainted with phase of the agotiations which have just referring to them until they reached a

terprise must for the present be involved with anbride like some exhausted bubble, the moment

it came in contact with the hard wall of has been quietly sustaining a policy of persevercaired the imperial seal very recently, confers "In their report of the 29th of June, 1894, the privilege of working the coal, iron, and petwould of course be valueless. No expense has experts the glowing reports as to the producing capacity of the districts included in the con-

. The syndicate is powerfully backed at home, amongst those interested in it being, we believe, not be a work of either time or difficulty.

The granting of the concession has been ac companied, as was inevitable, by another to the

DUES THE HAT MAKE THE MAN'!

a distinguished personage. Indeed too great that are absolutely shocking in appearance. And yet, in one way, these ancient tiles appear to command reverence and respect, since one cannot help remembering that, after all, they constitute the canopy for brains that have made their mark in the history of mankind. The hat of Carlyle, for instance, was beyond description. So were those of Tennyson and Longfellow. President Grant's hat after he had worn it once became an abomination to the eye; and Lord Salisbury's head dress is such that its battered and disreputable appearance on one memorable occasion led the ignorant and short-sighted doorkeepers of the Casino at Monte Carlo to rudoly refuse admittance to the Prime Minister of the British Empire, in the belief that he was a mere tramp. Cladstone's habitual tile was but little better, whilst that which old Emperor William was wont to wear during his annual sojourns at Ems and Gastein looked, so for as

The principal forms of hat now in vogue are the high hat alias the "tile," or "stove pipo," the so-called wide awaks or soft felt hat, and felt hat comes to the from Italy, where it was first used by the revolutionists, and by those who were in favour of substituting a re-

wear and fashion were concerned, as if it duted

MR. HOOLEY'S EEGAL AND FINANCIAL DIFFICULTIES.

SOME CURIOUS STORIES.

" Don't you find it embarrassing to be millionaire?" asked a Black and White interviewer of Mr. Ernest Hooley only some twely months ago. "Not a bit of it," said Mi Hooley, laughing. If the same interviewer had a chance now of asking " Don't you find it embarrassing to be a bankrupt? we wonder very much what the answer would be. It is extraordinary that a multi-mil lionaire, who has manipulated the finances of gigantic concerns like the Boyril Company and the Dunlop Tyre Company, who has negotiated with Chipa for a loan of sixteen-millions sterling, who has financed a unique piece of philatthropy for assisting all the widows and orphans and poor people of the Midhads, who has offered to key up the great Penchyn quarries, who has out Chamberlain'd Chamberlain in the matter of old age pension sthemes-one cannot understand, how this financial colossus has been overthrown all in a moment by "claims arising out of pending litigation." Of what magnitude must be the claim or claims which have driven into the Bankruptey Court man who, and long ago, gave a cheque for £100,000 to a charitable object without blink ing? Ner is it at all clear from Renter's tele gram how claims arising out of pending litigation, and therefore presumably not yet enforced or realised, can have ruined this Crossus by anticipation. So far as the last mail from home throws any light on the subject only two lawsuits have lately been brought against Mr. Hooley, and neither of them looked like spelling: insolvency. In the tirst case an English mem ber of Parliament sued Mr. Hooley to recover. damages for alleged fraudulent misrepresenta-Hooley, it was alleged, induced the M. P. to buy 25,000 shares, in the Hydraulia Join Syndicate, and then cunningly persuaded him that the shares were worth less in order to get them back again and sell them at 100 per cent premium, and in order to palm off instead a lot of worthless shares in the Traiford Park Company. But the jury, guided by Mr. Justice Granthum, hold that the element of "fraud' had not been proved, and judgment was given in favour of Mr. Hooley. In the second coso it Belfast merchant brought a similar action against both Mr. Hooley and his partner Mr. Martin Rucker jointly. The two partners, it will be remembered, bought up the Dunlop Company for £3,000,000; and floated it for 15,000,000. The allegation was that while that transaction was in dubious process, the partners. fraudulently conspired to keep the Grappler Company quiet by making a mala fide of buy up the whole concern at a big AOA and by actually depositing £25,000 as antee of good faith." There was no

soon as the Dunley Company had been successfully floated the partners threw over the Graftpler Company cheerfully sacrificing their £25,700 deposit. The Belfast merchant's grievance was that, misled by these peculiar dealings, he made a big purchase in Grappler shares. and burnt his fingers. The jury failed to agree, Apart from these two cases, which hardly seem an adequate explanation of the phenomenon, the home papers contain no referonce to "pending lifigation" against Mr. Hooley; and until further information is forthcoming, curiosity must perforce go unsatisfied. —Times of Ceylon. BELLIGERANIS AND NEUTRALS.

principle here enunciated must sooner or later by her Majesty's Government, "without the Princeso Cases profoundly affect nearly every department of | dospest concern." M. Mouravielf also was aware, maritime international law. That law or long before these negotiations began, that Great rather the body of usage which is equivocally Britain would not attempt forcibly to debug so called, is largely the countion of a Russia from the possession of Port Arthur, but dominant maritime Power. In many respects | would take other steps to redress the balance of it presupposes a belligerent Power which has Power in the Gulf of Pechili. " He gained nonothing to fear from neutrals or which is pre- thing by the devious course he adopted that he pared in its own interests to run the risk of their | could not have secured by the most frank and opposition. The situation is fundamentally straightforward explanation of the determinachanged when the belligerent is surrounded by I tion of Russia. And he lost much; he revived neutrals more powerful at sea than itself in the spirit of judignant distrust of Russian policy that case the sanction to which alone inter- which was fast disappearing in England; nor did national law can in the last result appeal- his recourse to the bad and discredited methods namely, the power of one or other party to the of Bismarckian diplomacy tend to increase condispute to apply force and make his will prevail | fidence in Russia among other European Powers. -is wreated from the hands of the bolligerent and transerred to the hands of the neutral. It is certain that if the existing body of maritime. international law had been made by dominant neutrals, and not by dominant belligerents, its whole complexion would be different. It is not less certain that its complexion must be profoundly modified by the vast changes in the general balance of maritime power which have been wrought since Prize Courts last sat in this country. As Mr. Macdonell said and showed international law is even now in a state of rapid transition, and much that is taught in the books

on the subject has already become obsolete. There is, however, one chapter of international law which has, so far, resisted, and seems likely for a long time to continue to resist, the prevailing tendency to change. "One could not," said Mr. Mucdonell, "lose sight of the fact that exemption from capture on sea was probably for a long time to come out of the question." The language would seem to imply that such exemption would, in the judgment of the lecturer, be a desirable change in the abstract, and certainly the history of the question and of its treatment by statesmen and jurists would lend much colour to the opinion; but its' feasibility, whother in the abstract or in the concrete, is open to serious question. The Declaration of Paris-of which, as Mr. Macdonell says, the diplomatic history is still somewhat obscure—sought to establish a principle, and, so far as the signatory Powers are concorned, it did contablish a principle, the accepmaintained the abolition of privateering, and shavings, 9 cases Chinaware, 1 bale canes, and 1 it alliemed the long disputed principle that case samples. For Antwerp and/or Bremed with the exception of contraband of wer. "free 5 packages split bamboo. For Amsterdam ships make free goods." Neither Spain nor the 49 cases Chinaware, 3 bales black bamboo. 2 same—though it is noteworthy that only a few and 14 cases sundries; days ago a French Admiral declared that France, one of the signatories and probably the 1 1 RS. author of the Declaration, would, in certain con-... tingencies, " organize an implacable system of "privateering." The reason why the United States declined to accept the Declaration is well known. The United States had no powerful navy at the time and no naval ambitions. In its own interest, and in the interest of other nations not likely to be dominant naval Powers, the Government of the United States

it is doomed to failure. Men feel the necessity form of the Declaration on condition that all of a species of moral strait-waistcoal, and private property at som should be exempted. submit to the discomfort of a high hat from capture. The condition was now accepted. with the same readiness as they do to a and it is probable that its acceptance is still as starched shirt. Soft hats of derbys, and shirts far off as ever. "Such exemption," says Mr. of silk or soft flannel may afford comfort Macdonelle would be in wer to the supreme, and relaxation for a time, but man always re- advantage of England, which stood to lose to verts with satisfaction in the end to the high much." In the same spirit the late Sir Henry hat and starched shirt. All of which tend to Maine wrote; "The proposal of the American show the importance which the hat plays in the Government to give up prienteers on condition existence of man. It is the outcome of evolut of exempting all private preparty from capture tion, and one of the principal marks of progress, might well be made by some very strong friend enlightenment, and civilisation. When a dusky of Great Britain. The endvantages which savage of the interior of Africa fees glimmer. England, and England in far larger measure ing within his breast elementary aspirations to than any other Power, would, derive from such civilised life, what is the first article of clothing a change in maritime law are thus manifestly a that he adopts to conceal his barbario andity? great, and probably a fatal, obstacle to its.

It is indeed fatally to misconceive the nature cure for himself a but, he is indifferent to the | and power of what is known as international rest. Indeed, the breeches constitute a sort of law to suppose that the transmidus force which afterthought in his ideas on the subject of good war lets loose can be controlled by any mere form. He realises the fact which we all know paper agreements. Nations where they go to so well, namely, that it is not the manners which | war not for their own best advantage, subject make the man, but the hat Hat Review (U.S.) only to such comparatively feeble restraints as, in certain subordinate departments of action, are imposed by the common conscience of civilized mankind It we could conceive it possible that the mejority of civilized Powers should assent to paper agreement exempting private property from maritime capture, it would still remain insthe last degree improbable that any Power at war with England would, unless compellud thorate by superior force, respect such an agreement. The only force which could compel such respect would be the superior force of this country at sea. No other Power would have anything like so great an interest in making it respected; every other Power would have, when at war with this country; a far greater interest

in disregarding it. It could, therefore, only be a very strong friend of this country that would propose such a change in maritime law, and it could only be a much stronger friend that would enforce it in a quarrel not its own. In default, then, of a strong friend to propose it, and of a host of much stronger friends to enforce it, the only force on which this country could rely for its maintenance would be the strength of its own right him. In that case, agreement or no agreement, wo should be no better and no worse off than we are at present. We can only besafe as a nation on condition that we arecable todefend our maritime commerce and our sen communications from all serious assaults. Even f all other nations agreed on paper not to attack thom, we could only enforce such an agreement by being at all limes able and ready lo defend them .- Times.

RUSSIA'S DUPLICITY.

the Fortnightly, in an article on the China It may be asked why stops were not taken to come to a direct understanding with Russia on this oriestion of China. The answer is that tion as to the value of certain shares. Mr. every possible effort was made to seeme the co-operation of the Government of the Car. It was intimated to them that Great Britain recognized the equity of their claim to an ice- Corbone, by Marion Crawford. free port in the North Pacific, they were also informed that this country did not regard with disfavour the preponderating influence which her geographical position gave Russia in the province of Mancharia. We were ready at any time to come to a self-denying ordinance with regard to military positions in the Galf of Pechili. But Russia was warned that any attempt to acquire such nuclue influence as the

military eccupation of Port Arthur would give her would be met by a counter-move which we should most reluctantly be compelled to make. That a record of all these overtures does not appear in the official correspondence is due to the fact that they were necessarily of a very tentative and confidential character. Had M. Mouravielf acted in good faith, there was no reason in the world why the friendly representations of Lord Salisbury should not have ended in a complete anderstanding between the two countries, which prospect of the dismemberment of China. Unfortunately, "it." Momercial was guity of bad faith, for which there was no justification whatever. So late as January 27th, the Russian. Ambassador in London was instructed "to express great surprise at the agitation which and had to be discharged without recording a suppeared to prevail in England, both in the ress and in official circles, on the subject of recent events in China, where English and Russian interests cannot be seriously antagonistic." In the circumstances he could hardly object to England's response to the Chinese appeal for a loan, since he had made an offer on the part of Russia to find the money for the payment of the indemnity to Japan nor could he, if his policy were one of friendship to Great Britain, resent one of the conditions attached to the loan, that Talien-In the interesting and instructive address on wan should be a Treaty Port, for be had "Recent Changes in the Rights and Daties of | himself declared that the occupation of Talien. Helligerants and Neutrals," which was do wan by a foreign Power would seriously disturb livered the other day by Mr. John Macdonell at the balance of influence at Peking. It is need the Royal United Service Institution, many less to dilate on the duplicity and chicane which points were raised which, if space and occasion characterized M. Mouraviell's "assurances." It served, might well repay detailed examination. is a depressing story from the point of view of The lecturer ended with the general reflection international honour and morality. And if it "that the new maritime law slowly disengag. was deplorable; it was also futile. The Russian ing itself from precedents and traditions must | Government knew that her acquisition of Port here, as elsewhere, take greater notice of the Arthur as a military port would to use the laninterests of neutrals." It is manifest that the gauge of Sir Nicholas O'Covor, not be viewed.

SHIPPINO REFORTS. The British steamer Chinggo, from Liverpool 21st May, and Singapore 24th June, had strong

S.W. monsoon from Singapore to Paracels, and

N.E. gale to nort. The British steamer Haimm, from Tamsai 25th June, Amoy 28th, and Swatow 29th, had light S.W. wind, smooth sea and fine weather to Amoy; moderate easterly wind and sea, fine and clear weather to Swalow; strong N.E. wind and sen, rain squalls and southerly swell to port. In Amoy Strs, Tailer, Loyal, and Merfoo. In Swatow-Strs. Pasig, Kiangnan and Hong

The British steamer Indrapura, from New York 11th May, and Singapore 23rd June, had moderate to fresh N.W. winds and fine weather to Gibraltar; thence to Port Said the weather was fine and continued so till off C. Guardafui; when we had strong S.W. monsoon; after passing Ceylon the weather was line to Singapore. From Singapore to port had strong W.S.W. winds up to lat, 14 N.; then the mapsoons died away and the wird came from the N.E. and blow very hard with a high confused sea. Bar. 29.40.

EXPORT CARGO.

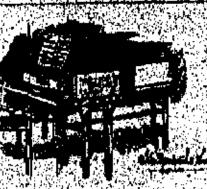
Per German str. Sachsen, mailed on the 22nd June. For Port Said :- 1 case silk. For Triesto; -16 cases ton. For Odessa :- 250 boxos cassia lignen. For Naples: -1 case merchandise. ture of which Englishmen in the last con. For Genoa:—10 boxes cames, and 41 bales raw tury would have regarded as dealing a fetal sil. For New York:—120 bales raw silk. For STABLES at Kowloon. blow to their naval power. It recorded and Antwerp :- 30 bales rattancore, 20 bales rattan United States was a party to the Declaration. cases camphorwood trunks, and I case gongs. Yet both have now accepted it de facto, and For Bremen; 30 bales rattancore, 12 cases probably every other maritime Power would Chinaware and 2 cases merchandise. For Hamfind it necessary, or at least expedient, to do the burg -- 1.415 packages ten, 64 bales feathers.

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> > SPRING AND SUMMER.

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FINHE NATIONAL BANK OF CHINA LIMITED

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Kwan Hor Chuen, Est. J. T. Lauts, Esq. Chief Manager. G. W. F. PLAYPAIR. Interest for 12 Months Fixed Hongkong, 1st December, 1897, VETHE MERCANTILE BANK OF INDIA LUMITED.

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TARDINE MATHEBON & CO.

NTORTH BRITISH AND MERCAN

TILE INSURANCE COMPANY: TOTAL FUNDS AT SIST DECEMBER, 1897, on Tuesday, the 28th ultime, at 1 p.m., and On London, £13.558.989 0s. 0d. L. Authorised Capital £3,000,000 . £ ... s

SUBSCRIBED CAPITAL 2,750,000 THE AMERICAN MAIL. The Undersigned having been appointed left San Francisco for this port via Honolulu. Yokohama, Inland Sen, Kobe, Nagasaki, and AGENTS for the above Company are pro-Shanshai, on the 18th ultime. pared to ACCEPT RISKS against FIRE M THE CANADIAN MAIL Operont Rates.

SHEWAN, TOMES & CO. Vanconver on 21st ultimo, for Houghour via Hongkong, 23rd June, 1898 usual norts of call. THE AUSTRALIAN MAIL.

The E. & A. slenmer Guthrie, from Sydney, C'UN INSURANCE OFFICE, LONDON &c., left Port Darwin on the 21st ultimo for Pounder 1710.
The Undersigned, having been appointed Timor and Hongkoug. MERCHANT STEAMBES. AGENTS for the above Company, are prepared The N. P. steamer Argyll sailed from Port to ACCEPT RISKS against FIRE at Current land, Or., for Japan and Hongkong on the STEMSSEN & CO.

The N. P. steamer Victoria, sailed from Tucoma for Japan and Hongkong on the 17th Hongkong, 16th May, 1892 Thos steamer Suisang, from Calcutta and Straits, left Singupore for this port on Wed-AACHEN AND MUNICH FIRE INSURnesday, the 29th ultime. ANCH CO. OF A&X LA CHAPELLE. The O. S. S. steamer Descalion left San-

FEILE Undersigned, having been appointed dakan on the 26th ultime, and may be expected AGENTS for the above Company, are to arrive here ou the 30th ultime. - The steamer Liv, from New York, left Singupropared to ACCEPT LEKS against FIRE pore on the 23rd ultime, and is due here on or at Current Rates. about the 30th ultime. REUTER, BROCKELMANN & CO. The O. S. S. steamer Nestor, from Liverpool, 167 left Singapore on the 26th ultimo, and may be Hongkong, 21st April, 1897. expected here on or about 1st instant.

on or about Monday, the 4th instant. The N. Y. K. steamer Matsuyama Maru The Undersigned AGENTS of the above (Bombay Line) left Singapore for this port on Company are PREPARED TO ACCEPT First the 28th ultimo, and is expected to arrive here Class Foreign and Chinese Risks at Current on the 4th instant. The N. Y. K. steamer Sand Main (Europe Line) left Kobe for this port on the 29th ult., Hongkong, 20th May, 1895.

and is expected to arrive here on the 4th Cotton Mills-The steamer Rormida left Bombay for this port on the 21st ultime, and may be expected FIRANSATEANTICFIREINSURANCE COMPANY OF HAMBURG. here on or about the 10th instant. The Undersigned, having been appointed

AGEN'TS for the above Company, are prepared PASSED THE CANAL. to ACCEPT RISKS against FIRE at Current OUTWARD, -31st May-Maria Valeric, Chin Kiana. 3rd June - Howick Hall. 716 SIEMSSEN & CO.. June - Nestor, Queen Mary, Rathe. 10th June-Japan, Arara. 13th June- H. & C. Bakery Hongkong. 16th November. 1872 Ichang. Prometheus. 17th June-Erato, Hongkong & C. Gas ... Ernest Simons, Remus. 21st June- | Hongkong Electric Carmarthenshire, Aningsoy, Drumgarth, H. H. L. Tramways ... 24th June-Borneo, Arcadia, Patroclus.

THENIX FIRE OFFICE. The Undersigned are now prepared to 28th June-Ebani. Chief Manager. GRANT POLICIES of INSURANCE HOMEWARD .- 28th June-Kintuck, Canton against FIRE at Current Rates. Andalusia, Thekla, Trieste. DOUGLAS LAPRAIK & CO., Agents for the Phoniz Fire Office.

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ngkong, 17th August, 1887 CICOTTISH METROPOLITAN ASSURANCE CO.

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CLOSING OVOTATIONS. THE PERMON MAIL. The M. M. steamer Melbourne, with the French mail of the 3rd ultime, left Singapore Telegraphic Transfer may be expected here on or about Tuesday, the Bank Bills, on Comand Jilly Instant This Packet brings roplies to Bank Bills, at 30 days' sight 1/112 lotters despatched from Hongkong on the 23-Bank Bills, at 4 months' sight ... 1,112 Credits, at 4 months' sight 1/112 Documentary Bills, 4months sight 1/115 The P. M. steamer Belgic, with mails, &c. Ои Равів.— Bank Bills, on demand Credits, at 4 months' sight......2.47 ON GERMANY ---On demand......197 The C. P. steamer Empress of Japan loft ON NEW YORK.

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Dairy Farm Fenwick & Co., Geo. . Do. New Issue Hongkong Hotel Hongkong Ice II. & K. Wharf & G....

Hongkong Rope..... nsurances — Canton China Fire China Traders' Hongkong Fire North China PEAK DELIVERY closes at Post Office at 1.30 a.m. and 3 p.m. or in Letter Boxes in the Straits Cars by 12 and 3.30 o'clock Trams. Letter Jnion Foxes at Peak will be cleared at 12.30 and 4 p.m. Yangisze Land and Building-Hongkong Land Inv.

The authorised List of Mails issued in connection with this paper is the one published Humphreys Estate... twice each day in our Extra, which is corrected Kowloon Land & B. to a much later hour than that given below.": West Point Building Luzon Sugar Mining— Charbonnages..... For Swatow, Amoy and Thiwanfoo - Per Gt. Estn. & C'donian Nanuana, to-day, the 1st instant, at 9.30 A.M. For Thursday Island, Townsville, Mackey Brisbane, Sydney, and Melbourne-Per Tokio New Balmoral Do. Preference ... For Ningpo and Shanghai. Per Heinchi. \$5 | \$14 Oliver's Mines, A..... For Singapore, Ponding and Calculla .- Per Catherine Apear, to-merrow, the 2nd instant, at

For Shanghai Moji, Kobe, Yakohama, Vic-New Amoy Dock .. toria, and Tacoma .- Per Tacoma, to-morrow. China Mutual Ord. Do. Preference. ... Douglas Steamship

the 2nd instant, at 10.00 A.M. S. For Yokohama .- Per Kansu, to morrow, the 2nd instant, at 11.30 A.M. For Swatow, Amoy and Tamsui. Per Halmuni, to-morrow, the 2nd instant, at 5.00 P.M. H., Canton and M... Indo-China S. N. ... For Port Darwin, Thursday Island, Cooktown. Townsville, Prisbane, Sydney, and Star Ferry n, on Monday, the 4th chran Planting Co. For Tientsin Per Kweigang, on & wines days the 6th instrut, at 3.30 M.M.

MAILS BY THE FRENCH PACKET The French Contract Packet Sydney will of despatched on SATURDAY, the 2nd instant, with Mails to the United Kingdom Europe, and places beyond, via Marseilles to Saigon, Straits Settlements, Batavia, Burmah, Coylon, Madras, the Austrolagian Colonies, Aden. Natal and the Cape, Egypt, Malta, and

POST-OFFICE NOTICES.

A MARY WILL CLOSE.

Maru, to-day, the 1st inst., at 11.00 A.M.

to day, 1st instant, at 1:30 P.M.

8.00 M.m. - Posting of Prices Current and Cir 10.00 A.M.—Registry ceases. 11.00 A.M.—Mail closes.

MAILS BY THE UNITED STATES The United States Mais Packet Doric will be despatched on TUESDAY, the 5th instant, with Mails for Japan and San Francisco, the United States, Canada, Peru, &c., which will be closed as follows :-

10 00 p.m. Registry ceases. Pl. 00 P.M. Post Office closes, but Correspondence | Gap Rock 29.54 may be posted on board the Packet with Late Fee of 10 cents extra Postage autil the time of departure.

MAILS BY THE BRITISH PACKET The British Contract Packet Verena will be lesnatched on SATURDAY, the 9th instant; with Mails for the United Kingdom, Europe and countries boyond, via Brindisi; to Straits Sottlemonts, Notherlands India, Burniah Covion, Adon, Egypt, Malta, and Gibraltar. 8.00 A.M.—Posting of Prices Current and Circulars coases.

0.00 A.M. -Registry ceases. 10.30 A.M.-Posting of nowspapers, books, and patterns ceases. 11.00 A.M. Mail Closes LATE LETTERS may be posted (from .11.10 M with 10 cents late fee up to 11:30 A.M after which hour they may be sunt on board with the same late fee.

MAILS BY THE GERMAN PACKET. The German Contract Packet Bayers will be desputched on WEDNESDAY, the 20th instant, with Mails for the United Kingdom, Europe, and countries beyond, vid Naples; to the Straits Selflements, Batavia, Burmah,

Ceylon, India, Aden, Egypt, Malta, &c., &c. Registry coases at 7.30 M.M. The mail closes at \$ 00 A.M. Late letters 8.10 to 8.30 A.M. with 10 cents extra postage.

R. J. REMEDIOS. HOREIGN AND COLONIAL STAMP DEALER No. 37. ELGIN STREET, HONGRONG, Will be glad to soud STAMPS on approva to any address on receipt of satisfactory refer-

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CATHERINE APCAR, British str., Olifent-D. Sassoon, Sons & Co. Tarnono Pons, Spanish str., Roses Order. KELAT, Brit. ship, Hughes-Standard Oil Co. LYBEMOON, Gor. str., Henermann-Siemssen METROPOLIS, Brit. 4 m. bk., Wm. Richards-Mount Sixion, Brit. steamer, Chivers-Crier. Muskoka, Brit. 4-m. bk. Crowe-Order. OLD KENSINGTON, British ship, Tucker-Admiralty. PENOBSCOT, Amer. bk., McCaulder-Dodwell Carlill & Co. RAGNITED, Day, bk., Bonuelnicks-Arnhold. Karberg & Co. [59] Rose, British bk., Garrick-Order

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\$125 |252, n. ol - prem . -\$20 .99, sellers \$25 | 162, siles & Spreen £25 Tisr 180, burge \$20 \1.0, vales \$50 [1220, sellers \$60 | 134, sollers \$50 \$72, sellers \$10 |84, sellers \$30 |17, sellers \$40 ±20 sellers.

\$100 t40, sellers s. 500 \$120, sellers \$5 \$4.80 sellers \$33 \\$3.20, sellers \$5 32.70 sellers \$1 65c., sellera \$1 75c, sales & buyers \$24 \$4, sellers \$5 16, buyers \$1 \$1.60, rales . 10d. [Sug. sellers] \$64 \$14.25, sellere \$50 | \$80, sellers £10 £8, 10s, buyers £10 £5, 10s.

CHINA COAST METEOROLOGICAL REGISTER, 20th JUNE, At 4 P.M.

Władivostock. Nagasaki Gutzlaff Sharp Peak ... Amoy -29.68° . Swatow -29.58 Canton 81 79 EXE 5 300 4. 29.57 Hongkong ... Victoria Feak 88 - E 2 C 29.58 Macro = = = = in if .m Halphong ... Cape 9. James : 3(th JUNE, AT 10 A.M. Wladivostock 1 29.78 750 98 1 E 1 f Nagasaki 29.76 82 87 NE 2 : 0 Amoy Sunton 79 92 NE 5 org Hongkong ... Victoria Peak!

Gap Rock .. 29.49 ... EnE 8 82 - KNE ATO 29.65 tween Meero and Rollsow, At 11:15 a.m., The baromuter has fallen considerably in the neighbourhood of Honghouse and is little changed elsewhere. Gradients slight for E. winds: on the E. coast of China, steep for NE, on the B. coasts Porce cast:—Strong NE, winds, possibly rising to a gale, squally, HONOKONG REGISTER

day 4 b.m. at 10 c.m.

On the 30th at 3.30 pm. (Can fired. The centre of the depression is likely to pass near tap. Rocks Strong E. gale. Highest open air temperature on the 29th 4-Direction of the Wind to two points, -Force or THE WIND according to Beautort Scale.

Mesas. Falcones & Co.'s Requires, 2001 June. Carometer I P. M. . 29.48 Therm. L P.M. [Wetbulb] 'O. Barometer 4 P.M., 29.42 Therm 4 P.M. (Wetterla) (4 Thermon. 9 a.m. . 83 Therm Riarinum ... 8 Thermon. 1 r.M., 81 Thum. Minimum cover-Thermon. 4 r. M. .. 82 night HONGKONG TIDE TABLE.

THE WEATHER.

Forco Wenther .

1st to 7th July.

irr saturated with moisture being 100. G-Brare or the Writher's b. blog sky; c. depended clouds; d. driezling rain; f. leg; g. gloomy; h. lediter lightning; o. overcast; p. passing showing; d. driegly; rain; s. answ; t. thunder; v. visibility; w. drw (web).

F. G. FIGO, Agring Director.

Hongkong Observatory, 30th June, 1888.

Haipliong ...

YOKOH NAGASA LONDON **LONDON** YOKOHA BASAF HANGF CAN BMPRES EMPRES EMPRES HE COUVER make conu of the Ca FROM connection Lines, whi Passer tickets to SPEC Military. Japan Gov ∉second to arough w THE by the Con For ft Hongko FOR VI NORTHE Bleamer TACOMA .. - TOTOBIA **OLYMPIA** ARIZONA TATES HONGKONG TO NEW YORK, £412 The Railroad travelling is second to none on the American Continent. Magnificent scenes. of the Rocky and Cascade Mountains. The Yellowstone National Park route HONGKONG to VICTORIA. TACOMA, OR PORTLAND, 228. The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from Victoria TACOMA and PORTLAND to DYEA and St. MICHAEL. Rates of Passage to other Points on application. Special rates allowed to members of Government Services. Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points. Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be cent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tasona, Wash, for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Orgaon, for Goods Shipped by that route. Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to For further information as to Passage or Freight, apply to Hongkong, 2sth June, 1898. NIPPOM YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP COMPANY). PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION. DESTINATIONS. THURSDAY ISLAND, TOWNSVILLE, FRIDAY, 1st July, TORIO MART. MACKAY, BRISBAND, SYDNEY and W. Haswell MELBOURNE MARSEILLES, LONDON, & ANT. (WERP, VIA SINGAPORE, PENANG, OLOMBO & PORT SAID ... E&YOKOHAMA ITADIVOSTOCK YIA SHANGHAI, (FRIDAY, 8th July, at CAGAMI MARU CHEFOO, CHEMULPO, NAGABARI, T. Murai FUSAN & GENSAN * Riojon Maru. SEATTLE, WASH., U.S.A., v. KOBE (THURSDAY, 14th July, at MARSEILLES LONDON & ANT. WEEP, VIA SINGAPORE (Tranship- Tuesday, 19th July, at HARATA MARU F. L. Sommer ping Cargo for Java Ports) Pr. 1 4 P.M. NANG, COLOMBO and PORT SAID Through Passenger Tickets and Bills of Lading Issued for the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantio Steamers. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central. Hongkong, let July 2098. COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS. NOTICE. STEAM FOR BATGON, SINGAPORE, BATAVIA COLOMBO, PONDICHERRY, MADRAS, CALCUTTA DJIBOUTI. TGYPT MARSEILLES, MEDITER-

	PAR RESIDENCE	EVERTIFIED FEIDATE	Li Le, Iss.
VESSELS ON THE BERTH.	V	BRETR ADABKLISED V. MAS.	
PENINSULAR & ORIENTAL	DESTINATION. PERSON	8 NAME PLAG & BIG GAPTALN, -US	PRAINING APPLY TO TO UN DESERVICE
	LONDON A	Belt. str. Jackson Butt	O.S. N. Co On or short 742 ins orfield & Swire On 1144 inst.
FOR STRANGES TO SAIL ON REMARKS.	LONDON VIA STRATTS, &c. V Vercus. LONDON VIA STRATTS &c. V Vercus. LONDON HAMBURG & ARTWERP, Atments	Brit. ste. Convall Holi	O. S. N. Co. On Sili last, at No iday, Wiss & Co. On or about 13th in owitz & Co. On 4th inst.
TAVA VIA S'HAI, { JAPAN	BREMEN VIA PORUS OF UILL Bayern & MARSHILLES LONDON &c. Sunki & MARSHILLES LONDON &c. Hakata !	faro la Jap str. Prehn Melo Nipp	ohors & Co
N	MARSEILLES VIA SAIGON, ETC Sydney VANCOUVER A. SHANGHAL &C Empress VICTOBIA, B.C. YIA SHANGHAL &C Braemar	of Japan Brit. str. Lee, R. M.R. Cana	dian Pacific R. Co. On 2 th inst., at Nov. on 13th Aug., at N
N. &c	VICTORIA, B.C., & TACOMA V. S'HAI. Tacoma SEATTLE, W'INGTON, V. KOBB, &c. Riojun I SAN FRANCISCO VIA S'HAI. &c. Dorie	Maru Jap str. Moses Nipp	well, Carlill & Co To morrow, at Noo oon Yusan Kaishs On 14th inst. at 4.1 O. S. S. Co On 5th inst. at No
TAMA VIA NA (ROHILLA) 6 P.M., 9th Freight or Passage. (Pass-AKI & KOBE { S. de B. Lockyer, n.n.n. } July Jung through the Inland Sea)	SAN FRANCISCO VIA NAGASARI Glenfurg SAN FRANCISCO Hawthor NEW YORK VIA SUEZ CANAL Potbau	nbank Brit ship Greig Shew	I. S. S. Co On 16th inst., Day van. Pomes & Co Quick despatch. well, Carlill & Co On or about 15th is
HAI COROM MOSE About 9th Freight or Passage.	NEW YORK VIA SUEZ CANAL St. Ninie NEW YORK Marian VLADIVOSTOCK VIA S'HAL AC Sogami I	Woodside Brit. bk. Russell Slew	van, Tomes & Co Ou or about 1st ins 1850n & Co Quick despatch pon Yusen Kaisha On 8th inst., at No
For Further Particulars, apply to	YHAMAY. B'RAI, N'SAKI & KOBB Japan YHAMA VIA NAGARAKI & KORE Robilla YOKOHAMA Kansa	Brit. str. Lookyer, R. R. R. &	O. S. N. Co. On 9th inst, at 6 p berfield & Swire To-morrow, at Noo
H. A. RITCHIE, Superintendent	KOBE & YOKOHAMA Matsuyas S'HAI N'SAKI, KOBE & Y'HAMA Chingwo S'HAI N'SAKI, KOBE & Y'HAMA Melbouri	ma Maru Jap. str. Niroi Nipi Erit. str. Harris Holl	day. Wise & Co., To-day, at 4 P.M. On or about 5th ins
NADIAN PACIFIC RAILWAY COY'S	SHANGHAI Coroman Namana	del	O. S. N. Co. On or about 9th ing rlas Lupraik & Co. To day, at 10 a.m. rlas Lupraik & Co. On 3rd inst., Dayli
ROYAL MAIL STEAMSHIP LINE.	SYDNEY, MELBOURNE, &c Tsinan	Brit. str. Out-rbridge: Brit. Brit. str. Ramsay. Butt	
FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.	T'DAY ISLAND, TOWNSVILLE, &c. Tokio M S'PORE, COLOMBO, HAVEE, &c. Dalia	iru Jap. str. Haswall Nipp Gor. str. Christianson Siem	on Yasen Kalsha To-day, at Noon
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.		VESSELS ON THE BERCH.	VESSELS ON THE BERT
SAFETY. SPEED. PUNCTUALITY. Twin Ecrew Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots	DOUGLAS STEAMSHIP COMPANY,	FOR NEW YOR! VIA SUEZ CANAL.	OCCIDENTAL AND ORIEN STEAMSHIP COMPANY
PROPOSED SAILINGS FEOM HONGKONG. (SUBJECT TO ALTERATION.)	FOR SWATOW, AMOY, AND	will be despatched as above on or about 1st July 1898.	TAKING CARGO AND PASSEN
ESS OF CHINA Comdr. G. A. Lee, R.N.R WEDNESDAY, 20th July, 1898 ESS OF CHINA Comdr. R. Archibald, R.N.R WEDNESDAY, 10th Aug., 1898	"NANYANG"	To be followed by S.S. "CRAIGEARN" on or about the 20th July, 1898.	TO JAPAN, THE UNITED STATES, MEXICO, JENTRAL AND SOU
ESS OF INDIAComdr. O. P. Marshall, B.N.RWEDNESDAY, 31st Aug., 1898	Captain Lohmann, will be despatched for the above ports TO DAY, the 1st July, at 10 A.M. For Freight or Possage, apply to	S.S." FORTUNA" on or about the 5th August, 1898. For Freight or Passage, apply to	AMERICA, AND EUROPE, VIA OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNEC
magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VAN- ER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and	DOUGLAS LAPRAIK & CO General Managers. Hongkong, 80th June, 1898. [1382]	SHEWAN, TOMES & CO., Agents. Hongkong, 21st June, 1898.	VIA INLAND SEA OF JAPAN
nuection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE: Close	CALCUTTA	HAMBURG AMERICA LINE.	PROPOSED SATLINGS PROM HONOKO
on is made at Montreal, Quelteo, Halifax, New York and Boston with all Trans-Atlantic hich passengers to Great Britain and the Continent are given choice of sengers Booked through to all principal points and AROUND THE WORLD. Return	"CATHERINE APCAR,"	(East Asiatid Service.) FOR LONDON, HAMBURG, AND	Donic (via Shanghai,) Nagasaki. Koba, In Tursday, J
o various points at reduced rates, Good for 4, 6, 9, and 12 months. ECIAL RATES (First class only) granted to Missionaries, Members of the Naval. Diplomatic, and Civil Services, and to European Officials in the Service of China and	Captain J. G. Olifent, will be despatched for the above ports TO-MORROW, the 2nd July, at Noon.	Taking Cargo at through rates to Amsterdam, Rotterdam, Lisbon, Oporto, Liverpool,	land Sea, Yokohama, 1898, at No and Honolulu) BELGIO (via Shanghai,)
outractive features of this Company's route embrace its PALATIAL STEAMSHIPS to none in the World), the LUXURTANCE OF ITS TRANS-CONTINENTAL	For Freight or Passage, apply to DAVID SASSOON, SUNE & UO., Agents,	Glasgow, North and South American Ports.) TITHE Company's Steamship	Nagasaki, Kobe, In-PUESDAY, Jand Sea, Yokohama, 1898, at Na and Honelulu)
S (the Company having received the highest award for same at recent Chicago World's on), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY which the Railway passes.	CHINA NAVIGATION COMPANY,	"ARMENIA" Coptain Magin, will be despatched as above on	Copric (via Shaughai, Nagasaki, Koba, In Sarunday, land Sea, Yokohama, 13, 1898, at
EDINING CARS and MOUNTAIN HOTELS of this route are owned and operated company, and their appointments and Chisine are unexcelled. further information, Maps, Guide Books, Rates of Passage, &co., apply to	FOR YOROHAMA.	MONDAY, the Mth July. For Freight, apply to GARLOWITZ & CO.	and Honoluis)
D. E. BROWN, Genoral Agent, Pedder Street.	THE Company's Steamship "KANSU,"	Hongkong, 24th June, 1898. [1356]	will be despatched for SAN E UISCO, via SHANGHAT, NACA
ORTHERN PACIFIC STEAMSHIP CO.	Captain Sommerville, will be despatched as above TO-MORROW, the 2nd July, at Noon. For Freight or Passage, apply to	THE CHINA MUTUAL STEAM NAVI- GATION COMPANY, LIMITED	KOBE, INLAND SEA, YOKOHAM HONOLULU on TUESDAY, the 5th
PROPOSED SAILINGS FROM HONGKONG.	BUTTERFIELD & SWIRE, Agents. Hongkorg, 30th June, 1898. [1383]	FOR LONDON VIA STRAITS. (Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER	1898, at Noon. Steamers of this line pass through the
A SHANGHAI, INGAND SEA OF JAPAN, KOBE AND YOKOHAMA.	CHINA NAVIGATION COMPANY, LIMITED	PLATE, &c.) FILE Company's Steamship	LAND SHA OF JAPAN and call a I LULU and passengers are allowed to
VICTORIA, B.C., AND TACOMA FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGA-	FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, LAUNCESTON,	"MOYUNE." Captain R. Conradi, will be despatched as above on or about the 13th July.	their journey at any point en voute. Through Passenger Tickets granted to
Proposed Tons, Captain, Sailing, Steamer Tons, Captain, Sailing,	AND MALBOURNE. THE Company's Steamship	For Freight, &c., apply to HOLLIDAY, WISE & CO., Agents.	land. France, and Germany by all trans. A lines of Steamers and to the principal o the United States or Canada. Rutes and
2,549 A. Dixon July 2 Brahmar 2,605 E. Porter Aug. 13 Aug. 13 J. Trusbridge July 19 Mogue 3,654 C. H. Butler Sept. 10	Captain Ramsay, will be despatched on MONDAY, the 4th July, at 3 P.M.	Hongkong, 23rd June, 1898. [1350]	mars of the various Routes may be of
A 2,603 T. H. Dobson Aug. 6 Columbia 3,654 A. Gow Oct. 1 5,305 J. Panton, R.N.B Aug. 23	The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated for-	PACIFIC MAIL STEAMSHIP	Special rates (first class only) are grand Missionaries, members of the Naval, M
ACIFIC COAST and to the IN	ward of the Engines. A Refrigorating Cham- ber ensures the supply of Fresh Provisions during the entire royage	COMPANY.	Diplomatic, and Civil Services, to En officials in service of China and Japan, Divergment officials and Japan,
Saul to EUROPE. HONGRONG TO L.	A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. N.B.—Return Tickets issued by the Com-	VIA F	ngers who have paid full fare, re-e San Francisco for China or Ja
lent accommodation. First class Table. DOCTOB and STEWARDESS carried agers to EUROPE may proceed by one of the First-Class ATLANTIC M. HONGKONG TO NEW YORK, £41	I pany to and from Australia are available for arm by the steamers of the Eastern and lian S. S. Co. and vice verse.	Proposed Saltings	count of 10 per cent. This allowance d
	right or Passage, apply to	Austri Kata I Simiranav Into Ik.	annly to through fares from China and Je

tain Ramsay, will be despatched on	Hongkong, 23rd June, 1898. [1350]		
NDAY, the 4th July, at 3 P.M. he attention of Passengers is directed to	U.S. MAIL LINE.		
Superior Accommodation offered by this mer. First Class Saloon is situated for- l of the Engines. A Refrigerating Cham- ensures the supply of Fresh Provisions	PACIFIC MAIL STEAMSHIP COMPANY.		
ng the entire voyage. duly qualified Surgeon is carried and the sel is fitted throughout with Electric Light. B.—Return Tickets issued by the Com- to and from Australia are available for	VIA TV		
on by the steamers of the Eastern and lian S. S. Co. and vice versa. Sight or Passage, apply to RUTTERFIELD & SWIRE, Agents.	PROPOSED SAILINGS JRO. G. (via Shaug.) Casaki, Kobe, Saturday, Inly 16; Jes, Yokobama 1898, at Dayliert. Anolulu.		
OMPAGNIE DES MESSAGERIES MARITIMES	via Shanghai, Naga- saki, Kobe, Inland Tuesday, Aug. 23,		

Sea. Yokohama, and

Honolulu)

ITHE Chartered Ste

yiii be despate

UO. VIA SHANGHS

INLAND SEA. Y.

tained on application.

on application.

United States, and Europe.

journey at any point en raute.

Steamers of this line pass through the IN

LAND SEA OF JAPAN, and call at HONO.

LULU, and passongers are allowed to break their

Through Passage Tickets granted to Eng-

land. France, and Germany by all trans-Atlantic

the United States or Canada. Rates may be ob-

Passengers holding through ORDERS TO

EUROPE have the choice of Overland, Rail

routes from Sin Francisco, including the

SOUTHERN PACIFIC CENTRAL PACIFIC.

and NORTHERN PLOIVIC RAILWAYS; also the

CANADIAN PACIFIC BAIEWAY OR payment of

Passengers holding orders for OVER

UNION PACIFIC DENVER AND RIO GRANDE

and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had

Special rates (first class only) are granted to

Missionaries, members of the Naval, Military,

Diplomatic, and Civil Bervices, to European

officials in service of China and Japan, and to

"Through Bills of Inding issued for trans-

portation to Yokobania and other Japan Ports.

will be received at the Office until 5 P.M. same

Consular Invoices to accompany Cargo des-

tined to points beyond San Francisco in the

United States should be sent to the Company's

Office in Sealed Envelopes, addressed to the Collector of Customs a San Francisco.

For further information as to Pessage and

Preight, apply to the Agency of the Company,

FOR NEW YORK.

"MARIAN WOODSIDE.

Russell, Master, is loading for the above port

FOR SAN FRANCISCO.

"HAWTHORNBANK,"

Greig. Master, will load for the above port and

For Freight, apply to SHEWAN. TOMES & CO.

will have quick despatch, the plant the

J. S. VAN BUREN, Agent.

SIEMSSEN & CO.

No. 7, Praya Central.

Hongkoug, 1st July, 1898.

and will have quick despatch.

Hongkong, 3rd June, 1898.

THE 100 A.1. British Ship

Hongkong, 14th June 1888,

For Freight, apply to

address in full; value of same is required.

Government officials and their families.

Company's and connecting Steamers.

£4 in addition to the regular tariff rate.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS. FOR SHANGHAI, NAGASAKI, KOBE, AND YOROHAMA. FINE Company's Steamship

"MELBOURNE." Captain Duchateau, will be despatched as about on or about TUESDAY, the 5th July. For Freight or Passage, apply to G. DE CHAMPEAUX.

Hongkong, 29th June, 1898. FOR SINGAPORE, COLOMBO, HAVRE,

DODWELL, CARLILL & CO.,

SAILING DATES.

TUESDAY, 5th July, at

THURSDAY, 7th July, at

A. S. MIHARA,

Manager

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA.

INDIA: ADEN, EGYPT,

... LONDON.

MEDITERRANEAN PORTS.

PLYMOUTH, AND

THEOUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL

AND AMERICAN PORTS.

Captain S. Barcham, carrying Hor Majesty's

Mails, will be despatched from this for

BOMBAY and STRAITS, on SATURDAY,

Cargo for the above Ports.
Silk and Valuables, all Cargo for France.

Parcels will be received at this Office until

Shippers ure particularly requested to note

H. A. RITCHIE,

Superintendent.

the terms and conditions of the Company's Bills

4 P.M. the day before sailing. The Contents and

Value of all Packages are required.

For fulther Particulars, apply to

Hongkoug, 27th June, 1898.

THE Steamship

RANEAU AND BLACK SEA

SATURDAY, the 2nd July, 1893.

Noon, the Company's Steamship

W. Captain Aubert, with Mails.

Specie, and Cargo, will leave this

SEILLES via parts of call,

till be registered for Lon-

G. DE CHAMPEAUX:

PORTS.

LONDON, HAVRE, BORDEAUX,

MORTS OF BRAZIL AND RIVER PLATE.

Corgo will be received on word until 4 P.M.

Specie and Percele until 3 r.m. on the lat

July. Parcels are not to be sent on board;

they must be left at the Agency's Office.

For further Particulars, apply at the Com-

Contents and Value of Packages are required.

pieces of Li.

pany & Office.

General Agents:

AND HAMBURG. (Calling at Naples for landing Passengers if sufficient inducement offers.) (Taking Cargo at through rates to Antwelle, lines of steamers, and to the principal cities of AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, and BRESSEN:) THE Steamship

"DELLA." Captain E. Christiansen, will be despatched for the above ports on or about the 6th July. This Steamer has superior accommodation for Union Pacific, Denven and Ric Grand First and Second Class Passengers and carries a Doctor and a Stewarders, 🦠 For Freight or Passage, apply to SIEMSSEN & CO.,

Hongkong, 24th June, 1898. NORDDEUTSCHER LL'YD.

NOTICE.

SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID. NAPLES, GENOA, ANTWERP. BREMEN, AND HAMBURG. PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO. LONDON, NEW YORK, BOSTON, BALL

STEAM FOR

TIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN: PORTS. THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE:

BILLS OF LADING FOR THE PRINCIPAL Places in Russia. PROPOSED SAILINGS FROM HONGKONG.

コリーイル・ドボーない ほうじゅんせき	TO ALTERATI	حسدسد بالديث بالبينين
	Wednesday	20th July.
Prinz Heinbich		17th Aug.
DARMSTADT	Wednesday	14th Sept.
PREUSSEN	Wednesday	12th Oct.
SACHSEN	Wednesday,	9th Nov.
BAYREN	Wednesday	7th Dec
PRINZ HEINEICH	Wednesday	4th Jan
AN WEDNES	DAY, the 20th	day of July.

1898, at 9 A.M. the Company's Steamship "BAYERN," Captain Proba, with MAILS, PASSENGERS, SPECIE, and CARGO. the 9th Jury of Noon, taking Passengers and will leave this Port as above, CALLING at FIHE 100-A. I. British Barque NAPLES and GENOA. Silk and Valuables, all Cargo for France, Shipping Orders will be granted till Noon and Tea for London (under arrangement) will on Monday, the 18th July, Cargo and

be transhipped at Colombo into a steamer pro. Specie will be received on Board until 6 P.M. on for the principal ceeding direct to Marseilles and London; other Tuesday, the 19th July, and Parcels will Cargo for London, &c., will be canveyed via be received at the Agency's Office until Noon on Tuesday, the 19th July. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on loard. For further Particulars, apply to

. MELCHERS & CO., Hongkong, 24th June, 1828,

10.	Brit. ett.	Western, B.N.B	P. & O. S. N. Co	On or about 744 inst.
	Brit. dir.	Jackson,	Butterfield & Bwire	On 114 install
14	Brit. str.	Barcham	P. & O. S. W. Co	On 9th last, at Noon.
ine	Brit. str.	Conrad	Holliday, Wiss & Co	On or about 13th insta
qia	Ger atr	Magin	Carlowitz & Co.	On 4th inst.
m e	Ger. etr	Prehn	Melchors & Co.	On 21th inst., at 9 A.M.
ki Maru	Jap. atr.	Townsend	Nippon Yusan Kalsha	On oth inst., at 4 P.M.
ua Maru	Jap str.	Sommer :	Nippon Yusen Kaisha	On 19th last, at 4 P. m
107	Fran. str	Aubert	Messagories Maritimes	To-morrow, at Noon.
reas of Japan	Brit. str	L39, R N.R.	Canadian Pacific R. Co.	On 2 th lust, at Noon.
mar in the contract of the con	Brit. str	Porter	Do I vell. Carlill & Co	On 13th Aug, at Noon
ma	Brit. str	Dixon	Dodwell, Carlill & Co	To-morrow, at Noon.
nz Maru	Jap. str.	Мозез	Nippon Yusan Kalsha	On 14th inst, at Ap.m.
0	Brit. str		20. 4 O. S. 8. Co.	On 5th inst. at Noon.
farg	Brit str		P. M. S. S. Co.	On 16th inst., Dayligh
thornbank	Brit. ship	Greig	Shewan, Tomes & Co	Quick desputch.
Maria de maria establica de la composición del composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición del composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la com	Brit. str.		Dodwell, Carlill & Co	On or about 15th just.
liniau	Brit. str		Shewan, Tomes & Co.	Ou or about 1st inst.
an Woodside	Brit. bk.	Russell	Siemssen & Co	Unick despatch
mi Maru	Jon. str	Mursi	Nippon Yuson Kalaha	On 8th inst., at Noon.
Na vealing (1994)	Brit. str	Laigh	P. & O. S. N. Co.	On or about 6th inst.
	Brit. str.	Lookyar, R.N.R.	P. & O. S. N. Co	On 9th inst, at 6 P.M.
	Brit. str	Sommerville	Butterfield & Swire	To-morrow, at Noon.
nyama Maru	Jap. str.	Niroi	Nippon Yusen Kaiska	On 7th inst., at 4 P.M.
 A. S. Martin, Phys. Rev. Lett. 12, 127 (1997). 	Brit. str	Harris	Holliday, Wise & Co.,	To-day, at 4 P.M.
ourne	Fren. str	Dachatean	Messageries Maritimes,	On or about 5th inst.
is the first than the second of the first than the	Brit, str.	Tillard	P. v.O. S. N. Co.	On or about 9th inst.
AUG	Gor. str	Lehmann	Douglas Lupraik & Co	To-day, at 10 A.M.
to the first the section of the first terms of	Brit. str.	Holyius	Douglas Lapraik & Co Bittoriish & Swire	On 3rd inst., Daylight, On 5th inst., at 4 p.m.
表示法 夏 化二氯化甲基乙烷	Brit. str. Brit. str.	Outsrbridge Ramsay	Buttarfield & Swire	On 4th inst., at 3 P.M.
90	Reit ate		Glibb. Livingston & Co.	On 7th inst. Datischt
o Mara	Ton utr	Hogel	Ninnan Vasan Kalaha	Today at Nam
	Class atm	Divistismus:	Nippou Yacon Kalsha Siomsson & Co.	1 On as about 8th inch
Alexander (1994)	Deit ate	Clifon Co.	D. Sassoon, Sopt & Co.	Po-morrow at Noon
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NEW YOR! VIA SUEZ CANAL.	OCCIDENTAL AND ORIENT
PAT NINTAN	STEAMSHIP COMPANY.
e despatched as above on or about 1st	TAKING CARGO AND PASSENG
be followed by	STATES,

, August at Noon.

to break to Eng-

owed disnly 16; apply to through fares from China and Japan to LIGHT. | Europe.

All PARCE .. PACEAGES should be marked to Company's Office until FIVE P.M. the day previous to suiting.

1898, at Noon.

ENFARG

I FRANCIS

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's SAKI, KOBE, A and HONO-LULU, on SATURA 16th July, 1898, San Francisco. at DAYLIGHT, taking a gat for Japan, the

For further information as to Freight or Passage apply to the Agency of the Company No. 7, Praya Control.

J. S. VAN BUREN, Agent. Hongkong, 17th Junes 1898.

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. THE Company's Steamship "PRIAM."

Captain Jackson, will be despatched as above on MONDAY, the 11th July, For Preight, apply to BUTTERFIELD & SWIRE,

Mongkong, 24th June, 1898. MOGUL-WARBACK-MILBURN LINE. LAND CITIES in the United States have, FOR NEW YORK WA SUEZ CANAL. THE Steamship between San Francisco and Chicago, the option of the Southern Pacific, Central Pacific, PATHAN

will be despatched as above on or about 15th To be followed by the S.S. "MACDUFF" sail about Sist July, 1898. For Freight or Passage, apply to DODWELL CARLILL & CO. Hongkong, 29th June, 1898.

[525-783-1240 NATAL LINE OF STEAMERS. FINE Undersigned GENERAL AGENTS

o San Francisco, to Allantic and Inland Cities of the United States, via Overland Harlway, to Havana, Trinidad, and Demerara, and to ports are prepared to issue THROUGH BILLS South Africa, in connection with Indo-Freight will be received on board until 4 v.m. service lience to Calcutta. Sailings from 26, Siemssen & Co For freight and further particulars, day; all Parcel Packages should be marked to

> Hongkong, 4th August, 1897. NOTICE TO CONSIGNEES

General Agents for China and Japan.

DODWELL, CARLILL & Co.,

FROM HAMBURG, PENANG, AND SINGAPORE. FILE Steamship "HERTHA."

Captain Hildebrandt, having arrived from the

above ports. Consigness of Cargo are hereby

requested to send in their Bills of Lading for to countersignature by the Undersigned and to take immediate delivery of their goods from Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-DAY Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited. and stored at Consignees' risk and expense. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after lat July, will be subject All broken, chafed, and damaged Goods are

No. Pire Insurance has been offerted. HIEMSSEN & CO.,

Hongkong, 20th June, 1898.

are a serie lest berriota and morning

NOTICE TO CONSIGNEES

NORDDEUTSCHEB. LLOYD: NOTICE TO CONSIGNEES. S.S. "BAYERN.

THE above named atender having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

"Optional cargo will go on to Shanghai unless notice to the contrary be given To DAY at No Claims will be admitted after the Goods have left the Godowns and all Goods remaining

undelivered after the 4th July will be sul ect to cent. All broken, obsied, and damaged Goods are o be left in the Godowns, where they will examined on MONDAY, the 4th, and THURSDAY, the 7th Fuly, at 9.30 A.M. All Claims must resolute before the 13 July, or they will not be recognised. No Fire Insurance will be effected Bills of Lading will be countersigned by MELCHERS & CO.

Hongkong, 28th June, 1898. ARBOLINEUM-AVENARIUS

Thoroughly reliable preservative for Wood and Stone against White Auts, Decay, Fungus Rot. and Dampaess. Bale Agents for China, LUTGENS EINSTMANN & CO.

Honokong, Stat Angust, 1897. 728

Used for over 20 Traks.

WILLIAM LYSAUGHT & SONS. WANCHAL MACHINERY GODOWNS AND EN-GINEBRING ESTABLISHMENT. 1 to 8, Cross Lane, Wandhai,

LARGE STOCK OF MACHINERY ECTING hand, such as Steam Steering Gear, Steam Winches Steam Capstans, Steam Pumps, Steam Donkey Pumps, Hydraulic Presses, Sugar Mills Marine Boilers and Engines, Stationary Boilers and Driving Engines. Steel Boiler Plates, Pig Iron, etc., etc. We are now propared to execute orders for the building or repairing of all kinds of machinery with quick despatch and good work manship. Enquiries solicited for any of the above or the complete plant of any kind of W. LYSAUGHT.

> - 139, Wanchai Road. Horgkong, 4th May, 1898.

THE "STRAITS TIMES (Established in Singapore, 1831) IRCULATES in Singapore and Penang through all the Protected States of the Malay Peninsula, in Siam, Borneo, the Netherlands Indies, and French Indo China. The yearly subscription to the daily issue, post free, is \$34 or £3.10/. The advertising rates for each inch-8 lines-of column space 5th July, are as follows: for one insertion, \$1.20; for one week, \$4; for one month, \$8; for each successive month (after the first), \$4. These rates the IN. are payable in advance. Cheques should drawn in favour of i" The Manager, Straits

SHIPPING IN PORT.

HUNGKONG. STEAMERS. Afridi, British str., 2,354, Thos. Golding, R. N. June 27, Dodwell, Carlill & Co Auping, Chinese str., 1.156, Stewart, June 20, C. M. S. N. Co Ask, Danish steamer, 654, Hygom, June 28, A. R. Marty ranted to Beniedi, British str., 1,500, Farquher, June 22, Gibb, Livingston & Co European Butnan, Spanish str., 328, Madriego, Feb. 16. Brandao & Co Catherine Apcur, British str., 1.734, J. G. Olifent, June 27, David Sassoon. Sons & Co

Japan (or Cheangeliew, British str., 1,315, Webb, June 29, Siemssen & Co 28. M. B. Kaisha Ynen Fat Hong. Chwn Shan, British str., 1,280, Ferguson, June 27. Bradley & Co. Dante, German str., 1,302, Köpke, June 26. Donar, German str. 1,201, R. Ahrens, June 27, Offices, addressed to the Collector of Customs, Doric, British str., 4,675, Smith, June 26. O. & O. S. S. Co Elphinstone, British str., 1,145, Abbott, June 17. Arnhold, Karberg & Co. Fatshan, British str., 1,452, J. Dick, H. C., & M. Steamhoat Co., for Canton Gormania, German str., 1.714, Moller, June 22, Jebsen & Co Glenearn, British etr., 1.424, Murray, Juno 22, Jardine, Matheson & Co. Hailan, French steamer, 377, Bant, June 30, A. R. Marty Douglas Lapraik & Co

Hainan, German str., 749. Claused, June 27. Siemssen & Co Hankow, British str. 2,235, C. V. Liloyd, Butterfield & Swire for Couton Homospan, British steamer, 1954, J. Smith. H. C. & M. Steamboat Co., for Marao 23. Butterfield & Swire Honam, British str., 1,314, 5 W. Goggin, H., C. & M. Steamboat Co., for Canton Hongkong, French str., 639, Bastian, June 30, A. R. Marty Hsinchi, Chinese atr., 1,066, Patterson, June 23, C. M. S. N. Co Indrapura, British str., 3,152, Horsfall, June 30, Jardine, Matheson & Co Isidoro Pous, Spanish str., 525, Roses, Ap. 114, - sa Order-27. Siemsson & Co do. 13th Aug., 1898. Mathilde, German str., 600, Hausen, June 30, Alebsen & Co Butterfield & Swire Mount Hebron, British str., 1,668, Sutherland, · 28. Order Mount Sicion, British str., 2,126, Chivers, June Nanyang, Horman str 98 Lebmann, June 29, Douglas Lapraik & Co In CHINA and Japan for the above Line Nord, Norwegian steamer, 758, Bull, June 30, Dodwell Carlill & Co. in Mexico, Central and South America, by the OF LADING for all the principal ports in Petrarch, German str., 2,50 L. Schall, June Olympia, American protected cruiser, 14 guns, 27. Lants, Wegener & Co. CHINA STEAM NAVIGATION Co.'s fortnightly Picchola, German steamer, 875, E. Hass, June Otvarny, Russian armoured cruiser, 12 guns, N.B.—CARGO CAN BE PAREN ON THROUGH the day previous to sailing. Parcel Packages Carcutta for Cape Ports every fortnight. Propto, German steamer, 632, Meyer, June 27, Pamiet Azova, Russian armoured er., 36 grain, Chinese 🔄 Propontis, British atr., 1,390, R. Crawford, June - 27: Chinese Quarte, German etc., 1,146, Johnneen, June 25, Petrel, Amr. gunboat, 4 game, 1,095 h.p., Com-Sander, Wieler & Co Slegfried, German str., 908, Abreus, June 28. Meyer & Co Sungkiang, British str., 994, Roudle, Jane 26, Butterfield & Swire Theoma, British str., 1,862, Dixon, June 26, Dodwoll, Carlill & Co Toiwan Mara, Jap. sir., 1,483, Yoshiwara, June 29 Chinesa Tameui, British afeamer, 919; Moore, June 23;

> SAILING VESSBLS. Atlantic, German bark, 689, Schneider, Jane 1 Sander, Wisler & Co Austria, British berk, 1,104, Anderson, June 18, MASSON L Duchesse Anne, French ship, 1,114, Cervony, June 23. Carlewitz & Co to be left in the Godowns, where they will be E. C. Mowatt, App. bark, 1,020, Mowatt, May examined on the 1st July, at 3 P.M. Lie Acaboid, Karberg & Co
>
> Etha Rickmers, German salp. 1 754, Rose, June
>
> 17, Arabold, Karberg & Co
>
> Hawthorn Back, British bark, 1,288, Greig Print May 20, Standard Oil Co

Tokio Marn, Jap. etr., 1,360, Haswell, June 28,

Tainan, British str., 1,459, Ramsay, June 29,

Liksang, British steamer, 387, Muir, June 23,

Butterfield & Swire

Nippon Tuest Kaisha

Butterfield & Bwire

Jardine, Matheson & Co.

SHIPPING IN PORT. John Baisley, Amr. sch., 445, Wohll, Mar. 20, Order a Kelat, British chip. 1,822, Hoghes, June 23, Btandard Oil Co Mariana Woodside, British bark, 1,478; Russell Ray & Co Mary L. Cushing, Amr. ship, 1,575, Pondleton June 8, Order. Metropolis, British 4-m. bark, 1,697, Richards, June 21, Order

Maskoka, British 4-m. bark, 2,259, Crowe, June 21. Order Old Konsington, British ship, 1,777, Tucker, Jane 25. Admiralty Penobacot, Amr. bark, 1,087, McCaulder, June 29. Dodwell, Carlill & Co Ragnhild, Danish bark, 382; Bounelycka, June 10. Arnhold, Karberg & Co. ichard Rickmers, German burk, 1.325, Benecke, Jane 18, Arnhold, Karborg & Co-Rose, British barque, 789, Garrick, May 20,

Samar, American bark, 1,032, Forbes, May 20 State of Maine, Amr. ship, 1,467, Curtis, May 12. Standard Oil Co Yola, British ship, 1,407, Ponnicuik, June 14, Government

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON. Alacrity, despatch-boat, 12 graps, 2,000 lap. Capt. Smith-Dorrion, at Hougkong Algerine, sloop, 13 guns, 1,805 h.p., Lieut-Com. E. H. Gratton, at Shaughai Archer, cruiser, 14 guns, 3,500 h.p., Cond. C. E. Kingsmill, at Behring Sea Barfleur, battleship, 14 gnns, 13,000 h.p., Cupt. R. N. Custance, at Hakodate Bonaventure, cruiser, 10 guns, 9,000 h.p., Com. R. A. J. Montgomerie, at Manila Centurion, flagship, 41 guns, 13,000 h.p., Capt. – Jellicoc, at Weihalwei Daphne, sloop, 14 guns, 2,000 h.p., Com. H. H. C. Galloway, at Foochow Esk, gun-vessel, 3 guns, 340 h.p., Lieut. Com.

Chadwick, at Haukow ame, torpedo-boat destroyer, 6 gnns, 4,000 h.p., Lieut. H. A. Gillet. at Hakodate Firebrand, gun-vessel, 6 guns, 360 h.p., in Reserve, at Hongkong by the best English makers, always on Grafton, protected cruiser, 36 guns, 7,350 h.p., Capt. E. P. Jones, at Hakodate Handy, torpedo-boat destroyer, 6 guns, 4,000 h.p., Lieut. A. Gillespie, at Chefoo Hart, tornedo boat destrover 6 guns, 4,000 h.p., Lieut, H. F. Shakespear, at Hakadate

Humber, storeship, Lieutenant Plumer, at Hongkong -Immortalité, armoured cruiser, 34 guns, 8,500 h.p., Capt. Ed. Chichester, at Manila Iphigenia, cruiser, 17 guns, 9,000 h.p., Capt. H. N. Dudding, at Hakodate

Linnet, gun-vessel, 6 guns, 870 h.p. Com. Wm. W. Smythe, at Foodlow Narcissus, armoured cruiser, 34 gross. 8,500 h.p., Com. C. W. C. Forsyth, at Weihaiwei Peacock, gunboat, 8 guns, 1,200 h.p., Lieut. Com. Et. John, ot Hongkong Phoenix, sloop, 13 guns, 1,400 h.p., Capt. R. P. Cochrane, at Hankow:

Pigmy, gunboat, 8 guns, 1,200 h.p., Lieut. Com. C. J. T. Dormer, at Mauila Plover, gunboat, 9 guns, 1,200 h.p., Lieut. Com. De Horsey at Manila Powerful, cruiser, 14 guns, 25,000 h.p., Com. Hon. H. Lambton, at Chefoo-Rattler, gunboat, 8 guns, 1,200 h.p., Lieut. Hou. G. A. Hardinge, at Manila

Redpole, gunboat, 8 guns, 1,200 h.p., Lieut. Com. Grafton, at Behring Son Solent, torpedo mining launch, at Hongkong Swift, gunboat, 8 guns, 870 h.p., Capt. Beaumont, at Manila Tamar, receiving ship, Commodoro Holland, at Hongkong

Tweed, gun vessel, 3 guns, 340 h.p., at Hongkong Undaunted, armoured cruiser, 34 guns, 8,500 h.p., Capt. A. C. Clarke, at Hakadato ... Victorious, battleship, Captain A. Schomberg, nt Nagasaki

Whiting, torpedo-boat destroyer, 6, guns, 4,000 h.p., Lient. Barton, at Weilmiwei Waterwitch, surveying ship. Lieut-Com. W. Pudsey Dawson, at Weilialwei -Wivern, coast defence ship, armoured, 10 guns, 1,000 h.p., at Hongkong

REIGN MEN-OF-WAR ON THE Admiral Rordion, Russian, protected cruiser

36 guns: 9,000 h.p., Capt. Molas, at Port Alcout, Russian gunbont, 8 guns, 1,200 h.p., Capt, Elkisky, at Vladivostock China, German etr., 1,275, Schipper, June 25, Arcona, German craiser, 18 guns, 2,400 h.p., Cant. Becker, at Nagasaki Chingwo, British str., 2,517, Harris, June 30, Aspic, French gamboat, 6 gans, 453 h.p., Capt. Chiyoda Marn. Jap. str 1,445, Yokoyama, June Baltimore, American cruiser, Capt. N. M. Dyer, oat Manila address in full, and same will be received at the Chowla, British str., 1,055, Williamson, June 29, Bayard, Fronch flagship. 36 gras, 4,500 h.p., Capt. Joannet, at Manifa Bobro, Russian jam-vossel, Li guns, 1,150 L.p., Capt. Bolsman, at Shanghei Boston, American cruiser, 8 guns, 4,030 h.p., Capt. F. Wildes, at Manila Bruiz. Frouch orniser, Captain Parfait, at

> Jomete, French gunbost, 6 guns, 450 h.p., Capt Simon, at Saigon Concord. Ame. g-bt., 6 guns, 3,405 h.p., Com. A. Walker, at Manila Cormorau. German craiser, 12 guns, 2,700 h.p., Capt. Brussatis, at Manila Descartes, French orniser, Capt. M. Bernard, Deutschland, German erniser, 8,000 h.p., Capt Plachte at Kinochau

Dimitri Douskoy, Russian armoured cruiser, 34 guns, 7,000 h.p., Com. Witgoft, at Nagasaki Hamun, Braisliste, 633, Hodgins, June 30, Felaireur, Freuch ganboat, 8 guns, 2,050 h p., Captain Texier, at Shanghai Galdamak, Russian torpedo boat, 18 guns, 3,500 h.p., Capt. Serebrennikff, at Vladivostock Geffon, German erniser, 10 guns, 9,000 h.p., Cantain Folienius, at Shanghui Gremintschy, Russian armoured croiser, 12 guns, 2.000 h.p. Capt. Bubaoff, at Port Arthur Hollow, British steamer, 896, Carnaghan, June Hugh McCulloch, American gunboat, Capt. Hodgson, at Manila Irene, German erniser, 22 grus, 8,000 h.p.,

Capt. Du Bois, at Manila Jean Bart. French cruiser, Capt. Thesmar, at Foochow Kaiser, German flagship, 26 gurs, 7,803 h.p. Capt. Stubenrauch, at Manila Kaiserin Augusto, German cruiser, 20 gans, 14,000 h.p., Capt. Koelloor, at Manila Korevetz, Russian cruiser, 9 guns, 2,150 h.p., Capt. Serebrianikoff, at Nagasuki Lycomoon, Gor. str., 1,288, Honormann, June Kroiser, Russian craiser, 18 guns, 1,800 h p., Com, Tsivinsky, at Shanghai Liberal, Portuguese gunboat, Com. Carvalhosa d'Athayde, at Macao

Memnon, British str., 825, Mogridge, June 29, Mondiour, Russian cruiser, 14 guns, 1,400 h.p., Capt. Kachaloff, at Chamulpo Marco Polo, Italian cruiser, Capt. Ed. Incoronato, at Shanghai Moeve, German gunboat, Captain Mericu, at Monocacy, Amr. cruiser, 6 guns, \$50 hp., Com. O. H. Fareuholt, at Shanghai Navarin. Russian battleship, Capt. Veniche, at 17.313 h.p., Capt. C. V. Gridley, at Mauila

> 2.500 h.p., Com. Coprianoff, at P. Arthur 8,000 h.p., Capt. Virenias, at Port Arthur Pascal, French craiser, 14 guns, 8,500 h.p.; Capt de Brotizel, et Manila E. P. Wood, at Manila Prinzesa Wilhelm, German cruiser, 18 guiss; 8,000 hp., Capt. Thiele, at Manila Raleigh, American protected orniser, 11 gams, 10,000 b.p., Capt. J. B. Coghlon, at Monila Rossia, Bussian craiser, Capt. Domojiroff, at Port Arthur

Rurik, Russian flagship, 48 grans, 13,500 hp., Silateli, Russian gunbont, 4 guns, 1,200 h.p. Capt. Barronoff, at Vladivostock Sissoi Veliky, Russian battleship, 14 guns, 8,500 Sivouton, Russian gunboat, 13 guns, 1,200 h.p., Butterfield & Swire Oant Butter Redioness, at Nagasaki
Woodang, British Atr. 1 109, Dawson, June 19, Surprise French gunbout, 2 gans, 1000 h.p., Capt, Ploss Y, at Saigon Vantan, French dayship, 6,150, Capt. Boutet,

Vladimir Monomach, Russian craiser, Captain Prince Onchtomsky, at Port Arthur Vestock Russian torpedo gunboat, 4 guns, 650 h.p., Com, Molchousky, at Vladivostock Vandnik, Russian torpedo-boat, 18 guns, 3,500 Lp. Capt. Rogulia, at

Vakout, Russian gunboat, 16 guns, 890 h.p. Capp Shkruff, at Dort Arthur

Wyndham Street, Victoria, Hongkong.

Zabiske, Ruman bruiser, 20 guns, 2,000 h.p., Printed and Published by D. WARRES SMITH, at